



RGW Construction, Inc.

Shiloh II

RGW helps harness the power of wind

In a March 2009 weekly address, President Obama repeated his call to action regarding the need to innovate and harness renewable energy.

He said, we must "finally put this nation on a path to

a clean, renewable energy future. There is no doubt that the jobs and industries of tomorrow will involve harnessing renewable sources of energy ... [We must] make clean energy the profitable kind of energy, while investing in tech-

nologies like wind power and solar power."

RGW is carving a place for itself in the burgeoning industry of renewable energy with the completion of the Shiloh II Wind Energy Project in Rio Vista (Solano County).

The Shiloh II Wind Project is the second of two wind energy facilities built in Rio Vista by enXco, a full-service renewable-energy company that develops, builds, operates, and manages state-of-the-art renewable-energy projects, primarily in wind energy, throughout North America.

The \$300 million, 150-megawatt Shiloh II project is six times larger than Shiloh I, with 75 two-megawatt turbines standing either 68 meters or 80 meters in height. The turbines have three blades; each blade is 150 feet long. Now completed, the turbines stand among 6,100 acres of farmland, 98% of which remain usable for farming and ranching, in the rolling hills

of the Montezuma Hills Wind Resource Area.

Shiloh II provides clean electricity to approximately 74,000 PG&E customers annually.

Mortenson Construction, based in Minneapolis, was the general contractor on Shiloh II, responsible for pouring 75 footings and erecting the turbines.

RGW was brought in to construct 21 miles of new gravel roads and to grade and excavate for the footings.

The contract was awarded in February 2008; work began the following month. The original value of RGW's portion was \$8 million; with change orders, the value has increased to \$13 million.

Operations Manager Bill Moody and Project Manager Mike Hepner worked with Grading Superintendent Dave Hearn and Grading Foremen Nate Inman and John Zilich to successfully plan and build the project. Approximately

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GPS Controlled D10 cuts turbines pads.

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LET'S FILL THE GLASS

By **Bill Stewart, President**

Many things have changed since our last newsletter. We have a new president in Washington, an ineffective California government, a state-budget challenge, a financial-market meltdown, and a mortgage crisis.

Some of our construction projects have been delayed by our state legislators' not passing a timely budget. Public owners have been reluctant to start projects until their financial outlook clears. The private market is on life support. Despite all the external negativity, RGW successfully completed its fiscal year in March, secured a similar amount of backlog as the past three years at this time, purchased new excavators and scrapers, converted our accounting system to Viewpoint, expanded our geography north to Lincoln and south to Pismo Beach, and bid more than \$800 million of work.

Competition is greater than it has ever been. There are more bidders for every market we work in. There is a lot of work to look at. The sun comes up every morning. The glass is half full. Let's fill it to the top. Let's roll!



started pushing dirt to the outside until we lowered the grade down enough to where we had our 150-foot radius."

Next, crews excavated for the footings. Most holes were 68 feet square and seven feet deep. .

"In some cases, we had to over-excavate anywhere from an extra two feet to seven feet where the holes needed special treatment," Mike says. "Then we'd backfill with structural backfill to create a uniform soil condition."

In total, RGW excavated 89,000 cubic yards for the footings.

After Mortenson formed and poured the footings, RGW crews came back in and backfilled the footing with native material that had come out of the excavation. All the footings were covered up with only a portion of the footing, a 16 foot diameter pedestal, remaining above ground. The pedestal is constructed with sets of anchors bolts sticking up to where the wind turbine tower is attached.

RESTORING THE LAND TO ITS NATURAL STATE

Returning the farmland to its natural state was one

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The power of wind

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25 crew members were on the job at its peak.

ERECTING TURBINES IN THE HILLS OF RIO VISTA

Before the turbines could be built among the rolling hills of Rio Vista, the roads to the turbines had to be constructed, and that was RGW's job. Crews built 21 miles of new gravel roads, including a main road off the county road and multiple spur roads that feed to eight turbine locations.

The roads had to be built to provide access for the equipment haulers to bring in the extra long loads of turbine blades. RGW was required to adjust the alignment and grades of the road way to accommodate these oversized loads.

The original plans were very general, only showing basic alignment from point A to point B. RGW, working with the project civil engineering company, adjusted curve alignments, radius

lengths, vertical gradients and cross slopes to make certain the big loads would make it to their destination.

The roads are 15 feet wide with eight inches of rock on top of a woven geo-textile fabric placed on the subgrade.

"The fabric gives the road added strength," says Mike. "The soil out here gets mushy when it gets wet, so the fabric gives the roads structural stability."

A local concrete recycler used double-bottom dump trucks to place 95,000 tons of rock on the new roads. Contractually obligated to construct 3,000 feet of road per day, RGW crews exceeded that by building 3,500 to 4,000 feet of road per day. Asked how crews were able to do that, Mike says, "We're good."

Once the roads were built, RGW went to work grading the land and excavating for footings in preparation for construction of the 75 turbines.

"At each of the turbine sites, we graded a full 150-foot radius," says Mike. "Many of the turbines are on top of hills, some are up against hills. With 150-foot blades, the contractor needed large, flat areas to be able to assemble and erect the turbines. So, we graded a full 150-foot radius pad at each site so they'd have room to work."

Crews used D8 and D10 dozers to grade the flat pads.

"Basically, when we were on top of the hill, we



Mortensen's crane placed the wind turbines.

RGW On Location

First Street Bridge Widening

Owner: City of King City

Operations Manager: Dave Kennedy

Project Manager: Mike Betti

Superintendent: Pete Caputo

Job Cost Manager: Karen Lampreda

Start Date: May 2008

Estimated Completion Date: July 2009

This job involves the replacement of a 1920s-vintage bridge over the San Lorenzo Creek with a new bridge to meet current design standards.

RGW's \$4 million, one-year, First Street bridge was recently in jeopardy of becoming a two-year bridge. The main 12,000-volt PG&E lines that feed King City were delayed in their relocation, and the October 15 Fish and Game deadline in the San Lorenzo Creek was looming.

To construct the new bridge, RGW had closed the road and demolished the old (circa 1920) bridge, and traffic was being detoured around town. So, a one-year delay would be devastating to this bustling agricultural community.

The solution? RGW's team of Dave Kennedy, Mike Betti, Brian Ashford, and Pete Caputo collaborated with the city's engineering staff and re-designed the falsework that supports the new 240-foot-long, box-girder bridge. The new falsework would be on steel-driven piles and would allow work to continue through the winter, effec-

tively shortening a one-year plus delay to less than three months.

El Camino Hospital Expansion

Owner: El Camino Hospital, Mountain View

Operations Manager: Dave Kennedy

Project Manager: Terry McIntyre

Superintendent: Tom Minghetti

Job Cost Manager: Karen Lampreda

Start Date: June 2006

Estimated Completion Date: June 2009

This five story, 450,000-square-foot new main hospital building has been a multi-year, five-stage project. In addition to all the grading, rock and paving for the new parking lots, RGW's scope included the basement excavation, 60,000 cubic yards of material, and some of the tightest-access structure backfill in the history of the company. The new 300-bed main hospital is scheduled to open this summer.

The tight access on several occasions required RGW to hoist compaction equipment down into completely confined areas and utilize conveyor belts to place the structural backfill material.

"Access," says Project Manager Terry McIntyre, "or rather overcoming the lack of access, was the key to success on the job."

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of the most important aspects of this job.

Once the turbines were erected, RGW crews came back in and redressed every turbine location to restore the land to its natural rounded shapes and soil conditions.

"This is farmland and ranchland, and we made it farmable again," says Mike. "We backfilled right up to the turbines so we didn't have 75 big, flat plateaus up there.



Grading the road to the turbines.

We spread the top soil back on top so that, with the exception of the new roads and pads, all the land is farmable again—and it's farmable right up to the roads and up to about ten feet from the windmill."

The total height of the footing in the seven-foot hole is about eight feet; once the area was redressed, only one foot of structure remains visible above grade level.

"This was a great job for us; we've never done a wind-farm project before, and it was a really good experience," says Mike. He credits a well-choreographed operation and great teamwork with the owners and contractors for its success.

"We were able to establish a positive relationship with Mortenson, a leader in the turbine industry. And they've expressed interest in us doing more work with them. There are three more phases to the Shiloh Wind Farm in Rio Vista over the next ten years, and for us, this is a great opportunity to get into this line of work. Renewable energy is the direction the country is going. So, this is a great time to be in this business, to get to know this business, and to move forward with this business."

Software conversion yields great benefits

RGW's year-long project to convert its software system has already reaped benefits.

The January 5 completion of the conversion from Trueline, an accounting-only software, to Viewpoint, an integrated construction management and accounting software, has enabled our crews in the field to use the same software as the accounting department.

Viewpoint provides RGW with integration among Project Management, Job Cost and Accounting.

"Viewpoint is a big improvement," says Chief Financial Officer Karrie Souza. "We have more real-time accounting figures; it's also been helpful for our project managers, who didn't have access to look up

reports and other information before. They now have the ability to look at costs daily.

"There was a learning curve," Karrie says, "but once everyone saw what the new system could do, they were very excited."

The conversion was a huge undertaking, particularly leading up to the January 5 "go-live" date.

RGW recognizes all of the people who worked hard to make this conversion a success:

Mike Betti, Emma Cieszanski, Rebecca Duran, Shane Hull, David Kennedy, Karen Lampreda, Angie Melnikoff, Bill Moody, Gillie Perkins, Janis Ragone, Karrie Souza, Kris Varanelli, Bruce Whitener, and Nancy Yates.

Employee News

Retired Transport Driver Frank Meraz is enjoying his life of leisure in Stockton.

RGW caught up with Frank, who retired December 31, 2008, after 20 years with us, while he was working on one of his three favorite hobbies.

"I'm polishing my Harley, waxing my motor home, and counting my pension check," Frank said via phone. "I fish and I hunt and I donate my time to the burial squadron of the local Veterans of Foreign Wars. I'm enjoying retirement. It took a little time to get used to it, but I really love it."

Of his two decades with RGW, Frank said, "Dan Lowry and the rest of the crew were the best people I worked for in my 63 years. I started there when it was Grade-Way. They were honest, truthful and supporting, and a very understanding company to work for."



Frank Meraz

Anniversaries

30 YEARS

David Aboujudom, October 15, 1978

25 YEARS

Armando Ordaz, March 20, 1984

20 YEARS

George Howard, October 7, 1988

15 YEARS

David Anderson, March 21, 1994

5 YEARS

Aaron Bank, September 9, 2003

Efrain Torres, September 11, 2003

Juan Espejo, September 17, 2003

Richard Kent, October 8, 2003.

New employees

Rosie Ramirez, Take-off Manager; **Joe Gonzalez Jr.**, Project Engineer; **Angie Melnikoff**, Job Cost Manager; **Erik Cushman**, Project Engineer.

Congratulations to Project Manager **Mike Hepner** and his wife, Kara, on the birth of their son, Jack, on September 7, 2008; and to Project Engineer **Kris Varanelli** and his wife, Anne, on the birth of their son, Rowan, on September 11, 2008.



Jack Hepner



Rowan Varanelli

Employee News

Meet Bruce Whitener

Born and raised in the Bay Area, Bruce Whitener's passion for music revealed itself when he was in elementary school.

"I've been involved in music my whole life," says RGW's Shop Office manager, who plays the sax, clarinet, and flute, among other instruments. "I've always had a natural interest in music, and in math."

Now years later, a voice major with a music degree from Cal State, Hayward, he's had a long and varied career in accounting and computer technology.

"Music is math," Bruce says. "You'd be amazed at how many musicians work in the computer industry and in the numbers side of business. You've got the time signature, which is basically a fraction, and you've got the rhythm, which is basically taking numbers and breaking them up into smaller and smaller components, and putting them together."

"Math is all throughout music, and if you can't count, you can't do music."

That explains Bruce's natural interest in math.

"All throughout school I loved numbers and I loved math. I just happened to be better at music," he says. During senior year in high school, "it came down to probability and statistics or jazz band. Jazz band won."

In college, Bruce continued his studies in math and accounting, while choosing a music degree. After graduation, he taught fourth

grade in an elementary school for several years before moving into the accounting profession.

Fifteen years ago Bruce joined RGW and today wears several hats, performing accounting and payroll for RGW's shop division, and working in IT as one of the company's computer network and telecommunications system administrators. He is

certified by Microsoft.

On weekends, Bruce enjoys "playing at golf," he says. "I wouldn't call what I do playing golf yet."

For 30 years, Bruce has been a member of the San Francisco Bay Area Chamber Choir, and regularly performs in concerts and on tour.

"It wouldn't be living if I wasn't able to do my music," he says.



Bruce Whitener

Meet Dave Anderson

As a student in high school in the Santa Cruz Mountains, Dave Anderson

worked weekends with a friend whose dad was a land surveyor. That's how he discovered what would become his life's work— heavy highway construction.

After high school, in the late 1970s Dave joined The Raisch Company as a laborer, and loved the work.

"Who wouldn't? The flagging and jack hammering and stuff," Dave says. "This was very cool for a young guy like me."

After four years, Dave moved to paving.

"I worked hard. I really liked paving and I got very good at my job," he says. "I went from being a flagger/jack-hammering guy to running the (paving) screed, and that's how I made the jump from laborer to operator."

Twenty years ago, Dave got a call from a foreman at Grade-Way Construction who had been his foreman at Raisch.



Dave Anderson

"Tom Minghetti called and asked if I'd come to work for him. They had just gotten the Highway 280 job, and I'm really into the freeways and Caltrans-type work, so I went to Grade-Way. Tom was my foreman again, and I was his grade checker, and it was great."

The two companies merged in 1990 to form RGW.

Today, Dave is Grading Superintendent, based in Sacramento and responsible for, among other jobs, the Sheldon Road and the Highway 65/Sunset interchange projects.

"For me, it's about plan-

ning and communications," Dave says. "When I have a plan mapped out, I communicate that plan to the crews so no one is in the dark regarding where we're going and what I expect to get accomplished."

"I'm fortunate to work with a lot of talent and I get help from others above me. I've been able to build some great crews who can get some pretty impossible stuff done. You gotta love it when a plan comes together."

Dave and his wife, Michelle, make their home in the California Delta, on Bethel Island, where they both enjoy the pleasures of being at water's edge.

"I'm an outdoors boy, for sure," he says. "When I'm in my backyard, I'm looking at the water, and I walk down to the dock and there's my boat, on a hydro-hoist. When the weather's nice and I'm not working, I'm on my boat. If I had to make the choice of one or the other—owning my boat or having a vehicle—the boat would come first."

Safety Update

RGW Safety Awareness Incentive Program

RGW management strongly believes that safety is every employee's responsibility. That's why Safety Bonus Cards (\$50 MasterCard Debit Cards) are being given to employees who make significant contributions to the enhancement of RGW's safety awareness.

Any idea that improves our safety performance and makes an RGW project a safer place to work is being recognized.

RGW has dramatically reduced its accident experience in the last two years. We are looking to further reduce it. We believe employees are the beneficiaries of a good safety program, and that this begins and ends with individual employees.



Every time employees think about safety, they reduce their chances of having an accident.

Quarterly winners will be recognized on the RGW website, newsletter and on the Safety Wall of Fame in the main office.

Additionally, the Operations Management Group will choose the best safety contribution out of all the contributions recognized

in the previous quarter and that individual will receive a \$500 Safety Bonus Card. He/she will also be recognized for his/her contribution in the RGW newsletter, on the RGW website, and on the Safety Wall of Fame.

Safety is number one, first above everything else at RGW.



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