



RGW Construction, Inc.

RGW's 15th annual golf tournament nets \$40,000 donation for LIFE ElderCare



Bill Stewart (center) presented a \$40,000 check to Mary Anderson, Executive Director of Life Elder Care. At left is Dan Lowry.

May 27 was a day good for golfing and giving back—for sinking putts and supporting a cause.

On that spring day, 140 golfers—RGW employees and industry colleagues—and another 15 RGW volunteers gathered at Livermore's Poppy Ridge Golf

Course for the 2010 Dan Lowry Charity Golf Tournament, the popular company-wide fundraiser for LIFE ElderCare, a nonprofit organization committed to helping frail, homebound seniors living in Fremont, Newark, and Union City.

The annual charity event encourages duffers and first-timers, as well as hard-core enthusiasts, to come

together to have fun and help others.

"Regardless of ability," says Mary Wieckowski, RGW's EEO officer and tournament coordinator, "we want everyone who's interested in playing golf and interested in contributing to LIFE ElderCare to play. This is for charity, and we want it to be fun.

"We want people who

don't play but maybe once a year go to go out and have fun and enjoy themselves and do this for charity," Mary says. "The main thing is that the annual tournament offers opportunities for people to have a good time, win some awards, enjoy fresh air and exercise, and be with friends, all for a good cause. It's a win-win day."

And, at the end of the day—after the long drives and lost balls - RGW President Bill Stewart presented LIFE ElderCare with a check for \$40,000.

It was a great day for golfing and for giving back.

PASSION FOR MISSION

For more than 30 years, Dan Lowry has been actively involved with LIFE ElderCare, so great is his passion for its mission and for those it serves. As a member and chair of the agency's board for many years, Dan has put a great deal of time and effort into the organization, helping to enhance its impact on the lives of thousands of people.

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20 years of memories

RGW asked some of its longtime employees for some memorable anecdotes about their careers here on the company's 20th anniversary.

George Honebein (1991)

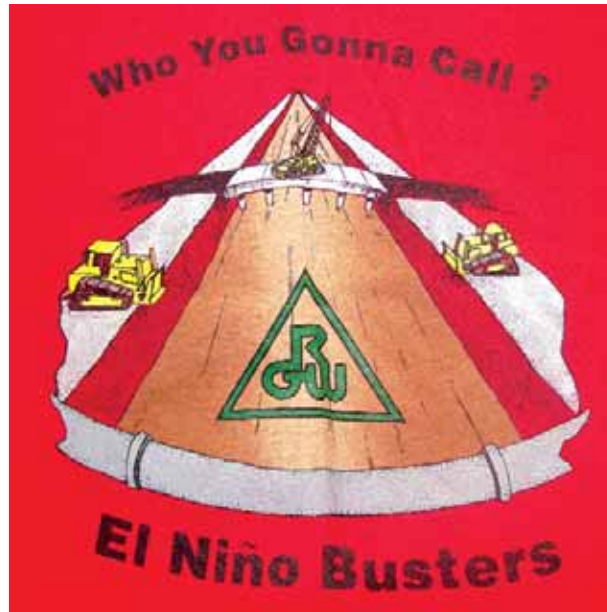
A fond memory of George's is when Dan Lowry permitted him to drive to Ferndale to pick up Dan's mom, Mabel, for a family wedding. Mabel had never eaten in a fast food restaurant, and on the trip down, Mabel asked George, "What's good?" when she was trying to figure out what to eat at Denny's. They forged a wonderful friendship.

Cindy Delumen (1987)

I love the open houses that we have for the families and kids of the RGW workers. We bring out the equipment and let kids climb around. Dan lets the kids use a small excavator, and try their hand at its operation. We put a ball in a bucket, and kids try to scoop the ball out. We bring out a big backhoe with its bucket full of candy. The kids don't see it, at first, because it's up in the air and there's a tarp on the ground. All of a sudden, we spill the candy all over—the kids love it. We bring in truckloads of sand and build the biggest sand pile you've ever seen, and we fill the sand pile with Tonka trucks and that's where the kids live—in the sand pile—for the rest of the day!

George Howard (1988)

The best job I've ever worked on was the Highway 152/156 interchange job. The management of Bill Shurbert, Val Ibarra, and me, with the folks at the VTA (Valley Transporta-



tion Authority)—it was just a great group of people. All problems were resolved in the field. It was flawless and easy, a real model of efficiency.

Carl Church (1992)

The most outstanding memory I have is all the great friends and relationships I've made with other people. The caliber of people who work here makes that possible. Not just anybody works here, and it's a privilege to work for RGW for that reason.

Bob Purdy (1995)

In 1997 Bill Stewart was the GM and came up with this hair-brained idea that we could be the El Niño Busters. You know, "who you gonna call?" We organized a rapid-storm response team that could get crews and equipment to locations in need of help from flooding and landslide and storm damage.

We promoted ourselves and talked to all the public agencies in the counties and cities. We told them, you give us a call and we'll be there to open up roadways or unplug creeks or do whatever storm repair you need done.

We had brochures and vests and buttons. Come the end of February 1998, when the severe El Niño storms hit California, the first call we got was from Caltrans on a Saturday at three a.m. about severe flooding and mudslides that closed Niles Canyon Road between Sunol and Fremont. By daybreak, we had equipment on the road and by mid-morning, we had crews working.

For the next two to three months, the calls kept coming. We were organized and able to respond to all the calls. We had all the rental companies dialed into our response team, so when we'd get

calls from Caltrans or counties or cities and we'd need some equipment there, within a couple hours, it would be there.

This turned out to be \$15 million worth of storm-damage repair work that year. Bill had a vision. What appeared to be a goofy idea was pure brilliance. We kept hundreds of people working that winter. And it was a lot of fun!

Noah Lowry (1991)

One of the summers I was working here—I was maybe 18—I was working on the fuel truck. I worked from one or two a.m., and finished up about one or two in the afternoon. I was a kid; the last thing I want to be doing is waking up at one o'clock in the morning.

One morning I just didn't wake up. I slept through all five alarms I had set. I woke up around eight or nine o'clock, six or seven hours past the time I'm supposed to be meeting the fuel truck driver.

It's daylight and I'm in a panic; I've missed all the prep stuff I'm supposed to be doing with the driver before we go on our way.

I called Rudy, the driver and ended up following him around in my truck all day. Finally the day's over, and I'm back at the main office. Sam, the dispatcher, came out and I'm thinking he probably got some input from my dad who probably told him, "Don't spare any flesh."

When Sam came out, he laid into me pretty good. That's the worst butt

20 years of memories

chewin' I can ever remember having. But, it worked, because that was the last time I was late for anything.

Terra Grace (1989)

It was back in 1989. I had just started working in accounts payable for Ted Morrow, the CFO. Our process was a lot different than it is today. We would do special trucking tags for the guys and we put costs in daily by those tags. It took a lot of time to go through the tags and add and subtract and reconcile the hours and costs. We'd be reconciling these tags with the invoices for hours and by the time I was done it would be up to \$200,000—and I'd be off by one penny. I'd tell Ted, "It's only one penny. I'll give you a penny out of my purse not to have to go back through all the paperwork to find that one penny!" He'd say, nope, go find it. Even if it took an hour, we'd go back and find that one penny.

Dave Kennedy (1995)

An exciting highlight was the winter of '97 and '98, California's El Niño year. We did a lot of emergency work for Caltrans in the Santa Cruz area.

We were *it* that winter for Caltrans, and it was an exciting time.

Janis Ragone (1989)

It was our 1992 Halloween party and contest. The Estimating Department decorated its hallways and offices with Visqueen and made a great haunted mansion. The Accounting Department's theme was the Monster Mash. We decorated our office and played the song "The Mon-



ster Mash," and everybody dressed up as a monster. I was the Bride of Frankenstein, Angela Montez was the Phantom of the Opera, Terra Grace was a vampire, Patty Bower was Frankenstein, and Cindy Delumen was the Werewolf. We took Frances White into the bathroom and wrapped her up in toilet paper as the Mummy. That took a long time because we were laughing hysterically!

Bill Shurbert (1986)

One of my favorite memories was working in the winter of 1998, the El Niño year. It was really an exciting time—RGW was "King of the Mountain."

Mark Smith (1990)

In Christmas of 1992 I played Santa Claus. I went out and got the costume. Back then, I had a beard and spray-painted it white. We had a Christmas party in the office, and I was Santa. Employees brought their kids, who sat on my lap and told me what they wanted for Christmas. And some of the girls in the

office sat on my lap, and told me what they wanted for Christmas.

Mary Wieckowski (1989)

My daughter, Megan, was born in December 1991. When she was about two weeks old, we were closing one of the largest bids we'd ever done. It was the Route 85/17 job in Los Gatos. We needed everyone in the office we could possibly have.

Normally, I go out and run the bids, so I'd be in Sacramento. But since I had just had my baby, my counterpart took my place. I brought my baby into the bid, wrapped her in a blanket, and tucked her underneath the desk. A dozen or so people in the office we're working hard and I'm giving numbers to my counterpart, who's in the car driving to Sacramento. We won the bid. My little girl was there, and now, 18 years later, she's moving on."

Dave Anderson (1988)

I started work when I was a kid in 1988—we

were working on Highway 280/Highway 85, which was 10 minutes from my house. The ironic part is that, 20 years later, I'm now a superintendent and I never work any closer than an hour or an hour and a half from my house.

My commute has gone in the reverse direction. What's wrong with this picture?

Bill Stewart (1988)

In 1997 we hatched a plan to become a rapid-deployment force in case there were flood-borne opportunities to repair anything and everything.

We were the El Niño Busters, because, who you gonna call? All the public agencies we talked to were very receptive.

It didn't rain all of December 1997, January 1998, and into February. In late February, El Niño let loose. We started getting calls because they knew who to call—the El Niño Busters.

We had everybody out during the rainstorms and were able to help the county and the emergency services with all the things they needed because they were simply overwhelmed.

This was a speculative venture, but it sure energized a lot of folks and created a lot of anticipation. The communications system we put in place worked, and we got the first calls, and the competition couldn't understand why we were getting all the work.

It was a shining example of a cooperative effort on the part of all employees of RGW, and it was, frankly, a lot of fun.

RGW On Location

Highway 580 Castro Valley

Castro Valley

Owner: Alameda County Transportation Improvement Authority

Operation Manager: Dave Kennedy

Area Manager: Johnathon Sim

Superintendent: Carl Church

Project Engineer: Seth Scribner

Office Manager: Michele Martinez

Job Cost Manager: Angie Melnikoff

Estimator: Peter Workhunsky

Start Date: July 2008

Estimated Completion Date: 425 working days

The project entails demolition of the existing west-bound on-ramp from Castro Valley and constructing three new on/off ramps. The major aspects of this project are the construction of the ACFC Channel Bridge and eight new retaining/sound walls. Along with the structure items, there is approximately 27,000 M3 of roadway excavation and 6,500 M3 of structure excavation.

Grizzly Island Road Bridge

Grizzly Island

Owner: Solano County

Area Manager: Bill Moody

Project Manager: Mike Hepner

Superintendent: Todd Jorgensen

Job Cost Manager: Karen Lampreda

Start Date: July 2009

Completion Date: February 2010

The project consisted of a new flat slab bridge on driven piles across Hill Slough onto Grizzly Island adjacent to the existing bridge. It also required the realignment of the roadway to meet the new bridge. The existing bridge was converted into a fishing pier for local fishermen.

Due to weight restrictions and public traffic on the existing bridge, we had to build out a trestle as we drove piles across the slough and remove it as we built back the bent caps. Most of the falsework had to be installed either from a boat or from crane mats that we floated out into the slough.

Due to the span of the bridge and weight of the pre-cast girders, the girders required a two-crane pick to be set on the bent caps. The new roadway required over excavation and import of select backfill due to the unsuitable/unstable nature of the existing ground.

There were significant environmental restrictions on the project, as this area is the largest single estuary marsh in the nation and is inhabited by endangered and protected species, including the Marsh Mouse and Clapper Rail.

RGW's 15th annual golf tournament

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LIFE ElderCare's four direct-service programs offer community supported options for healthy, independent aging: Meals on Wheels, Friendly Visitors, Fall Prevention, and VIP Rides. (For more information about LIFE ElderCare, visit www.LifeElderCare.org.)

In 1976, under Dan's leadership, RGW adopted the agency as the focus of its charitable contributions and became deeply involved in its Meals on Wheels program. In fact, Dan was responsible for retrofitting a panel van with heated and ice-cooled chests the agency uses for food delivery.

In 2007, after Dan sold the company, the three principals, Bill Stewart, Dane Lowry, and Bob Purdy, decided to continue RGW's ongoing support of LIFE ElderCare.

RGW SCORES

LIFE ElderCare's Meals on Wheels program provides a hot, well-balanced, mid-day meal Monday through Friday and a frozen meal for Saturday and Sunday to homebound senior citizens in Fremont, Newark, and Union City.

The annual golf tournament came about in 1995 as a result of the company's desire to support LIFE ElderCare, annually, in a large—and fun—way.

"We saw many companies hosting golf tournament fundraisers, and that seemed like a great idea," says Mary. "A group of us from the office and the field sorted it out and planned the event. It was the first one we had ever done, and donations were coming in from all over the place. It was a huge success, and we've been doing it ever since. The players get a kick out of it, and LIFE ElderCare gets the visibility and support it desperately needs."

Upon returning to the clubhouse, golfers were treated to a buffet dinner and a warm welcome from RGW President Bill Stewart.

Bill Stewart and Dan

Lowry talked about LIFE ElderCare and the company's support of the organization, and both presented LIFE ElderCare Executive Director Mary Anderson with a check for \$40,000.

NEW TOURNEY NAME

Dan Lowry set in motion a worthy and far-reaching annual tradition, one that connects the RGW family to the community, enhancing the lives of those who give and those who receive.

It is appropriate that the popular company event that raises funds in service to others is now officially the Dan Lowry Charity Golf Tournament.

Employee News

Safety award winners

At the beginning of the construction season we like to look back on the previous year and see what we have accomplished as a company in terms of safety. One of the most important items we see is our continued successful efforts in controlling our safety costs—keeping our claims down, and making the RGW projects safe for all to work.

Part of the reason we continue to be successful is

our commitment as a company to reward good safety behavior and make sure all who work for RGW understand that safety is number one above all else. RGW has developed many ways to measure the success of our people and to reward those who perform at the highest levels.

Our Project Managers are measured and reviewed monthly for safety performance. Using an industry

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Anniversaries

25 YEARS

William Fetty, February 4, 1985; **Paul Ambrosini**, April 22, 1985.

20 YEARS

Adam Goldberg, April 23, 1990; **Mark Smith**, April 23, 1990; **Ted Haynish**, April 23, 1990; **Inocente Carrasco**, May 28, 1990.

15 YEARS

Bob Purdy, January 16, 1995; **David Kennedy**, July 31, 1995.

10 YEARS

Eric Wittorff, March 7, 2000; **Richardo Fernandez**, March 14, 2000; **Jim Chalmers**, October 1, 1999; **Matt MacPherson**, May 8, 2000; **Victor Diance**, June 11, 2000; **Noe Flores**, June 12, 2000; **Dave Arledge**, June 14, 2000; **Scott Head**, June 16, 2000; **Elder Quintanilla**, June 20, 2000; **Sergio Guerrero**, June 21, 2000; **Ron Arledge**, June 26, 2000.

5 YEARS

Steve Haslam, April 11, 2005; **Karim Massoud**, June 1, 2004; **Todd Jorgensen**, January 4, 2005; **Tim Martin**, February 9, 2005; **Jesse McInerney**, February 7, 2005; **Rocky Trujillo**, February 7, 2005; **Terry McIntyre**, March 1, 2005; **Johnathon Sim**, March 14, 2005; **Joaquin Duenas**, March 31, 2005; **Sherwood Carlson**, April 4, 2005; **Annette Perez**, October 1, 2004; **Carlos Cedano**, October 4, 2004; **Jose Zermeno**, October 4, 2004; **Doug Albright**, November 16, 2004; **Steve Genereux**, May 16, 2005; **Roberto Cueva**, May 28, 2005; **Shane Hull**, May 31, 2005.

Babies on board

Thomas Duncan Genereux, son of Steve Genereux and his wife, Kim, born Nov. 22, 2009; **Morgan and Madison Nesbitt**, twins of Mark Nesbitt and his wife, Jennifer, born Feb 16; **Eliza Lynn Lewon**, daughter of Jake Lewon and his wife, Jessica, born April 9.



Morgan and Madison Nesbitt



Thomas Duncan Genereux



Eliza Lynn Lewon

New hire

Deanna Garcia, Office Manager, Merced jobsite.

Retirement

Fred Moreno, our #1 finish skip loader operator, retired in November 2009 after 21 years with us. Fred was an operating engineer and could run any piece of equipment.

Safety award winners

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 standard of performance developed at Stanford University, we calculate a rating number for each manager that represents his/her safety standing in the company. The lower the number, the better the safety standing.

This rating number takes into account the number of the workers' compensation incidents, total costs of those incidents, total number of liability claims and their costs, costs of equipment-abuse incidents, and total man-hours worked and the workers' compensation insurance premium generated.

Each year we recognize the top three project managers in the company. This year's award winners are:

First place: Kevin Triplett; **Second place:** Ace Gilbert; **Third place:** Jake Lewon.

Each year we also recognize those foremen who are the backbone of our safety program. Their constant awareness of safety and holding their crew members to the high RGW standards is what drives our safety success. Those foremen who have distin-



guished themselves as outstanding representatives of our safety culture this year are:

Dave Arledge, Carlos Barahon, Danny Cai, Mike Callahan, Carlos Cedano, Luis Cueva, Vincent Cueva, Phil Hill, Jeff Johnson, Brian Miller, Jeff Miller, Guillermo Vazquez, and Juan Vazquez.

We also recognize a number of employees for their individual contribution to the enhancement of RGW Safety. Some of these employees came up with new ideas that upped our safety game, some demonstrated exemplary safety leadership, and others just performed safety acts above and beyond the normal day-to-day activity. Each deserves to be recognized again for their contributions to a successful safety year.

Dan Aira, Doug Albright, Paul Ambrosini, Mike Betti, Pete Caputo, Nate Inman, Jeff Johnson, Jeff Marland, Jose Ortiz, Eloy Perez (twice), and Dennis Wright.

Each of us needs to focus on safety and continue the outstanding safety record we have at RGW.



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