



**A quarterly newsletter for our employees and friends
Summer 2003**

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HIGHWAY 29 IN NAPA GOES UNDER

Think Napa, and you think Wine Country — verdant hills painted with endless rows of proud grapevines framing stately wineries and vast fields of grass and ranchlands dotted with contented farm animals.

In fact, the city of Napa is the primary business and economic center for the Napa Valley, serving both agricultural and wine interests, as well as light industry, banking, commercial and retail. Napa is that rich blend of “town and country,” that draws both long-time residents and weekend tourists.

Running north/south just west of downtown, State Highway 29 is the main roadway into and out of Napa. Ever increasing traffic congestion and safety concerns have been compounded over the years by two at-grade crossings where stop lights bring traffic to a halt: Trancas Street and the Napa Valley Wine Train railroad tracks.

On December 17, 2001, Caltrans awarded R&L Brosamer, Inc., the \$35.9 million Highway 29/Trancas Street contract. Designed to improve vehicular safety and traffic flow, the project eliminates the two at-grade crossings by converting a one-mile stretch of Highway 29 from an at-grade roadway to a depressed freeway, much like the Highway 198/Visalia job (featured in the fall 2001 newsletter).

Upon completion, that segment of Highway 29, realigned 250 feet east of the existing roadway and depressed by 32 feet, will run under three new Brosamer-built at-grade bridges: one each for Trancas Street traffic, the Napa Valley Wine Train and bicycle/pedestrian use.

Additionally, Brosamer crews will construct the Trancas Street/Highway 29 on/off ramps;



Bent 2 excavation.

CONTINUED INSIDE

MESSAGE FROM BOB BROSAMER



WE START THE 2003 SUMMER WORK SEASON WITH A FULL UTILIZATION OF ALL OUR PERSONNEL.

We've completed a 50,000 cy concrete paving subcontract for MCM in South San Jose. This subcontract used us as a replacement for the original subcontractor who defaulted. We've since added two more concrete paving jobs to our backlog, both as a replacement for defaulting subcontractors. We've just begun work on a 90,000 cy white topping job from Truckee to Floriston for Granite Construction's Reno branch, and work will start next month on a 25,000 cy apron job for R. A. Burch Construction at Leemore Naval Air Station.

We expect a notice to proceed on the \$9,664,860 project for which we were low bidder in May. This parking apron at the San Jose International Airport adds to our white paving backlog.

The state of California's fiscal crisis has slowed the flow of new work to bid dramatically. This halt in bid advertising is expected to ease in the summer quarter. We are starting

to look to Arizona as a replacement market if the California work doesn't materialize. Arizona has significant opportunities for both highway and light rail construction that would dovetail with the canal work that we are currently doing there.

Our annual spring safety kickoff provided all of us an opportunity to get reacquainted and more importantly the time to reflect on the tremendous improvement we've experienced in our effort to eliminate all jobsite hazards.

The entire insurance industry is under siege and many contractors are becoming almost uninsurable. Our performance for the last two and one half years is keeping us in the game at a price that keeps us competitive.

In closing, let's all remember that before starting a new activity — "Talk Safety."

THE SAFETY ZONE

ANNUAL SPRING FOREMEN'S SAFETY MEETING

Thanks to all who participated in the Foremen's Safety Meeting on May 20 at the Oakland Airport Hilton.

Remember to identify safety hazards by the types of accidents that can happen:

- STRUCK (by or against; the number one cause of accidents).
- FALLS (the deadliest type of accident).
- OVEREXERTION (sprains and strains are often the most costly of all accidents).
- CAUGHT (in or between).
- CONTACT (electricity, hot, cold, fire, chemical, etc.).

If you know the potential hazard, remedy is simpler.

FEEDBACK

The responses from the survey filled out by foreman at the Safety Meeting provided many valuable safety ideas. The following are some of the best responses.

- Daily safety talk with crew. Lead by example. Identify hazards, Take Action, Make Plan.

- Only utilize qualified operators on equipment.
- Follow company disciplinary policy more strictly, writing up employee warnings.
- Follow up on required equipment inspections.
- Continue training.
- Pay attention to house-keeping. Do not allow debris to get in your way, it affects productivity, increase the risk for injuries and you are going to have to clean it up anyway.
- Always wear appropriate personal protective equipment.
- Stay alert.

IT PAYS TO WORK SAFELY

No one can deny that the most important byproducts of safety are saved lives and fewer injuries. This fact alone should drive the safety effort home. Additionally, another

very important byproduct of safety is profitability.

Safe contractors complete their projects on time and ahead of schedule because they are faced with fewer injuries or accidents related delays. They are also more profitable because their insurance costs are lower.

The difference between a below average safe project and an above average safe project can amount to savings of \$1,000 per day (about \$250,000 per year). So the next time you're on your way to work and you drive by a project on which we were not successful bidders, THINK SAFETY.

EMERGENCY ACTION PLAN

No one can predict when an emergency will occur. Preparation and planning have proven to minimize the impact of emergencies. The following are some ideas on how to handle an emergency

situation.

- DO NOT PANIC. Be proactive instead of reactive. Think of solutions.
- Direct Employees to a SAFE AREA.
- Account for all employees.
- Stabilize the area.
- NOTIFY YOUR SUPERVISOR.

IF NECESSARY, call or send for emergency medical assistance. Administer first aid/CPR. Coordinate the direction of emergency vehicle to the appropriate area. Refer questions from media to company spokesperson. DO NOT SPECULATE.

LEARNED LESSONS

When using a hydraulic track excavator for lifting, do not use nylon slings, as the bucket teeth can easily cut through them. Always use proper lifting chain or wire rope to avoid cutting.

MEET DEREK AARO

Growing up in Walnut Creek, Derek Aaro, R&L Brosamer project engineer, spent a good deal of his time outdoors — playing sports, particularly, football and baseball, and working summer construction jobs.

When he was injured while pursuing a baseball career at UC-Berkeley, Derek switched careers and chose to pursue construction beyond summer employment. To do that, he changed schools and graduated from Cal Poly in 1991 with a construction management degree.

He's the first to tell you it was a great move.

"I like what I do," says Derek. "I like being outdoors and I really like the people I work with."

After graduation, Derek



DEREK AARO

moved to Sacramento, where he worked for a paving contractor and a bridge builder. In December 2001, Derek joined the Brosamer team as a project engineer.

"Word of mouth got me to Brosamer," says Derek. "Of

course, Bob's got a wonderful reputation, and my name was out there, circulating. That's how I came to talk with Bob; I was fortunate and I knew I couldn't pass up the great opportunity here!"

Today, Derek makes the daily commute from Sacramento, where he lives with his wife and two sons, 8 and 11. Weekends are spent with the family, "coaching my kids in their sports — football and baseball, of course — and riding dirt bikes together."

Derek is currently working the Hwy 29/Napa job, dealing with the sub-contractors, the pay estimate - getting paid and paying the subs - as well as doing structures layout.

"I like being here and working hard," Derek says. "I like doing what it takes to get the job done safely, on time and under budget."

That commitment takes time and planning, and that's something Derek approaches with regularity.

"I use the time when I drive to the job in the morning to plan out my day so I know what I'm jumping into as soon as I get out of my truck when I'm here," he says. "I spend the time driving home thinking about the next day, getting ready, trying to stay ahead of the crew and the job as a whole, so things are ready when they need to be."

Family plays a big part in Derek's life.

"When I do get home I turn it down a bit and am totally with my family," he says. "I'm always available if something comes up, but when I'm home with my family, I really like being home with them."

MEET KEN LANEY

Ken Laney, R&L Brosamer master mechanic, knows his way around machines and equipment, and prides himself just as much on his attention to preventive maintenance as on his abilities to troubleshoot and repair.

"That's what I like to do," said Ken recently, while working on the impressive water filtration system currently in place at the Hwy 29/Napa job. "I like keeping equipment up and running — that's what I know and that's what I've always done. Since my army days in the 60's, when I was a mechanic in the service, I always liked organizing and scheduling and repairing to keep equipment working."

Born and raised in Southern California, Ken



KEN LANEY

spent his school years in the Central Valley, where he owns a home. After his time in the service, Ken worked a variety of construction jobs and a stretch with an equipment dealer. He found his way to Brosamer through his good friend and fellow R&L employee, George Castro.

Employee profiles

"George was a master mechanic working for Ball, Ball & Brosamer when I first worked for him as a mechanic," Ken says. "For a time, I left to work for other companies, but when Brosamer had some work close to where I was located in the Central Valley, George called me up and wanted me back, so I went. That was in May 1998, and I've been with Brosamer ever since, first as a mechanic and now a master mechanic. And George is still here, too."

Ken's daily responsibilities on the Hwy29/Napa job include maintenance, fueling, servicing and repair on about 40 pieces of equipment, including trucks, pick-ups, dozers, excavators, back hoes, skip loaders, cranes, and generator sets.

"The part I like best is the preventive maintenance — working things out ahead of time so you don't have problems," says Ken. "But when we do have problems I like to troubleshoot and figure out how to fix them."

"We're productive when the equipment is running. And it's a team effort — I do my part by keeping the equipment going so others can do their parts."

Once a month, Ken's able to visit his home in Kingsburg, 25 miles south of Fresno. Most of the time, you'll find him outside.

"I like to golf, I like to hunt — upland game bird hunting — and I like to fish," says Ken with a nod and a smile. "Yep, I'm an outdoors-kind of guy."



**Blaine Austin and Office Manager
Cindy Gann.**



"Mining" after post tensioning.

HIGHWAY 29 IN NAPA GOES UNDER

CONTINUED FROM FRONT

three retaining walls; two sound walls; and a storm water pump station, siphon and discharge system.

Since work began February 6, 2002, change orders have increased the contract value to \$40 million; this includes a \$1.6 million change order to accelerate the job by one year.

"The expected due date is now December 2004, but the job is already 60 percent complete, so we expect to be done well before that," says Project Manager Blaine Austin

Joining Austin on the Highway 29/Trancas Street job are Structure Superintendent Mike Matheny; Grading Foreman Jay Smith; Carpenter Foremen Mike Bancroft, Tom Webber, Phil Major and Damon Williams; Labor Foreman Louis Estacio; Master Mechanic Ken Laney; Project Engineer Derek Aaro; Field Engineer Kyle Park; and Office Manager Cindy Gann.

Excavation and Bridges

Water has been everywhere on this job.

"The new alignment will be depressed some 32 feet deep, but we're working at

depths greater than that," says Austin. "The deepest point on the job is the pump plant, 60 feet below surface level. When we started excavating in February 2002, we hit ground water at six feet below the surface. Six feet! So, between the ground water and the rainy winter and spring, excavation's been a challenge."

Early on, crews set up temporary pumps and a water treatment system throughout the job to deal with the situation. "Silt is removed through a series of four large Baker Tanks," explains Austin.

"After that, the water goes through a carbon vessel system which removes hydrocarbons. Then we can safely send it to the city's storm drain system."

While excavation is ongoing, the three bridges are being built consecutively on grade. Trancas Street traffic was temporarily switched to a shoe-fly during construction; it was switched back upon completion of the new bridge on February 28, 2003.

"What we're doing on this job, which is different than most, is excavating on either side of the bridges first and building the bridges on grade



Repeating grape texture.

rather than on falsework," says Austin. "Then, as we excavate underneath, the dirt and waste slab concrete fall away leaving the bridge structure."

The Napa Valley Wine Train crosses through the job parallel with Trancas Street, 300 feet to the south. To keep the train running during construction of the new bridge, crews built a shoofly track 30 feet south of the existing track. Brosamer is performing the grading and basework and subbing the track work to H & H Engineering.

Completion of the train

bridge is expected by June 2003. Then, the shoofly track will be removed and crews will go to work on the new pedestrian bridge, which will parallel the train bridge. The contract calls for 400,000 cubic meters of roadway excavation; 40,000 cubic meters of base rock; 40,000 metric tons of asphalt and 3500 cubic meters of bridge concrete. Additionally, the pile sub, Foundation Constructors, has driven 1,300 concrete piles.

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Wine Train on Shoofly.



Trancas Bridge on grade construction.



Pump plant and storage box



Retaining wall 2 shoring.

HIGHWAY 29 IN NAPA GOES UNDER

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Pump Station and Retaining Walls

The pump station is located halfway between the vehicular and train bridges, alongside the eastern border of the new alignment.

Brosamer is installing 5,346 meters of underdrain and its sub, Bay Cities, is installing 6,000 meters of storm drains, which will dump the water into the pump station.

“The pump station will pump water 20 feet up into a new 42-inch diameter dis-

charge pipe, which we’re installing,” says Austin. “The discharge pipe runs along the new alignment from the pump station, 2,000 meters to the south, where it discharges the storm water into Napa Creek.”

Concrete work (900 cubic meters of pump plant concrete) for the pump station and discharge pipe will be completed by mid-June; the mechanical and electrical work will be completed by mid-July.

Crews are also installing a large double six-foot diameter welded steel pipe siphon which feeds water from the

west side of the new alignment into four large box structures (600 cubic meters of inverted siphon structural concrete) with mechanical drainage gates that work on gravity alone.

Since the new alignment is directly adjacent to a business district on its east side, crews are building three retaining walls requiring 2,600 cubic meters of retaining wall concrete: one 1,000 feet long and another 1,500 feet long and 30 feet tall, as well as a third, smaller wall.

Pointing to an eye-catching grapevine design imprinted on completed portions of the

wall, Austin says, “This is the job’s trademark — this is what people will see as they drive along the new alignment.”

A custom form liner fitted onto the frame prior to the concrete pour created the familiar symbol of the Napa Valley.

Once the new alignment is completed and traffic is switched to the depressed freeway, the existing surface roadway will be removed and Highway 29 traffic will flow as freely as the valley’s famous wine.

EMPLOYEE NEWS

R&L BROSAMER WELCOMES ITS RECENT NEW HIRES

Jonathan Reid joins the engineering team in Alamo after briefly working on our Guadalupe River Project job #36. He worked previously for the California Department of Transportation, where he concentrated on bridges and structures. He knows several of our current employees from Job 18, Visalia. Jonathan lives in Clovis, and serves in the Air Force reserves. His brother served in Iraq as a Marine.

Dale Criswell is our new estimator in the Home Office. He comes to us from RGW Construction Company, but a few of you might remember him from Ball, Ball and Brosamer, Inc. Dale has worked in Northern and Southern California, and as far away as Pakistan and Russia. Dale is fluent in Russian and enjoys camping. He and his family reside in Danville.

Russell Gonzalez is a summer intern, currently working at Job 37. Russell attends Modesto Jr. College and plans to continue at Cal Poly-San Luis Obispo in the future. Russell is the son of Cuco Gonzalez, a cement mason foreman at Job 32. Russell is single and enjoys watching and playing basketball.

FIVE YEAR AWARDS SALARY EMPLOYEES

Farid Saddik, Chief Information Officer, Alamo.

Sandi Nethercott, Accounts Payable, Alamo.

Blaine Austin, Project Manager, Napa.

Roger Giles, Project Manager, Guadalupe River Project.

BIRTHS

Congratulations to **Luis Ramirez** on the birth of his son, Jose Solomon, on January 25. The proud father works in the property management division of the company.

CONDOLENCES

Our condolences go out to the family of R&L Brosamer employee Johnnie Castro, who passed away July 3.

REMINDER TO SALARIED/ NON-UNION EMPLOYEES

Because of the company's growth, we are part of Health Net's Large Group Plan now. Please remember to inform your doctors of this change as it affects billing. All employees should have received new identification cards.

Please e-mail employee news to cindyl@brosamer.com or call Cindy at Alamo extension 238.

A BIG WELCOME BACK TO RUSSELL GANN

R&L welcomes back Russell Gann after his recovery from heart surgery.

Russell and Bob Brosamer began their nearly 40-year working relationship building bridges for the Gordon H. Ball Company. Russell was the first hire of the fledgling startup, Ball, Ball and Brosamer Inc. early in 1972. Russell was a Structure Superintendent and subsequently a Project Manager on a large number of the mega-projects built by Ball, Ball & Brosamer.

When Bob and Linda came out of retirement, they again turned to Russell for assistance. Russell was the first Project Manager hired by R&L Brosamer Inc. Russell's hands-on leadership helped to build the workforce currently employed by the company.

Russell's move up to his current position as Structure Manager was made possible by the growth of the structure superintendents employed by R&L. Mike Matheny, Rocky Romero and Lonnie Stahl all honed their skills working throughout the Southwest with Russell.

Russ has been a key person in training our next generation. John Pologar, Rusty Hoseley, Deane Allin and Mike Ostrom all worked under Russell at key times in their careers. On behalf of the entire R&L Brosamer family, welcome back, Russell.



**RUSSELL GANN (left)
and BOB BROSAMER.**