

R&L BROSAMER INC.

A newsletter for our employees and friends
Summer 2008

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R&L GETS TOP GRADE IN FREMONT

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REMONT, CA, POPULATION
211,000, ENJOYS A PRIME
LOCATION AT THE NORTH-
ERN END OF SILICON
Valley, just east of San
Francisco Bay. It is a bustling
hub of business and commu-

nity life with a history rich in Spanish-mission
and early pioneer lore.

The city was incorporated in 1956 when
five neighboring townships came together to
form the City of Fremont, creating what is

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SUPPORT OF 100-YEAR-OLD HETCH HETCHY AQUEDUCT

The Fremont Grade Separation Project required RLB to protect and support the existing Hetch Hetchy pipes during the installation of the new storm drain systems.



Paseo Padre utility bridge.

R&L GETS TOP GRADE IN FREMONT

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today the fourth most-populous city in the San Francisco Bay Area.

Fifty-two years of growth has led to congestion, which prompted the city to embark on a multi-year, multi-phase plan to reconfigure several roadways and Union Pacific rail tracks to improve pedestrian and vehicular safety, and significantly ease traffic congestion and delays, specifically at the street level railroad crossings. This is the largest public works project ever undertaken by the city.

In March 2007, R&L Brosamer, Inc., was awarded the Paseo Padre Parkway/Washington Boulevard Grade Separation Project with a contract value of \$48,151,286. This is a joint venture with DeSilva Gates, which is performing excavation and roadway work. R&L Brosamer, the lead contractor, is doing structures and underground.



ENGINEERS Jason, Steve, and Robert.

Notice to proceed was given in April 2007; crews broke ground in May 2007.

The Union Pacific railroad tracks run at street level and trains blare their horns when approaching Paseo Padre Parkway and Washington Boulevard, two major thoroughfares. Traffic is delayed and congestion is compounded at the crossings.

The Grade Separation

Project will separate vehicles and pedestrians from railroad traffic to minimize delays, increase flow, and greatly improve travel safety for vehicles and pedestrians.

The project calls for a new vehicle overpass on Washington Boulevard and a new vehicle underpass (depressed roadway) on Paseo Padre Parkway.

Additionally, crews will

relocate 1.5 miles of active Union Pacific railroad tracks east about 100 feet, and build 7,300 lineal feet of new track.

“Union Pacific has been trying every year to eliminate up to 30 traffic railroad crossings, and this project has two crossings,” says Brosamer Project Manager Scott Norgren, “By eliminating two railroad crossings, they’ll address safety issues and alleviate traffic congestion in a big way in Fremont.”

The job consists of five bridges in two areas.

“At Paseo Padre Parkway, we’re constructing a depressed vehicular roadway that will go under a new bridge structure for Union Pacific and a new bridge structure for BART,” Scott says.

“We’re also building a utility bridge that doubles as a pedestrian bridge, and a pump station and retaining

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Paseo Padre wall footings.

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walls. Just north of Paseo Padre, an additional UPRR bridge will be constructed over the existing 100-year-old SFPUC Hetch Hetchy water lines that feed into San Francisco."

At the second area of construction, Washington Boulevard, crews are raising the existing roadway and constructing a new overhead structure for vehicular traffic, and MSE retaining walls.

The new Washington Boulevard roadway will go up and over the railroad and future BART tracks; at Paseo Padre Parkway, the new depressed roadway will go under the railroad tracks and future BART line.

"The public didn't want to see the bridges in the air at Paseo," says Scott. "It costs Fremont more money to build a depressed section, but that's what the public wanted."

The job is constructed in three master stages with 18 sub-stages and six milestones with associated liquidated damages.

"The job originally called for 910 working days," says Scott. "We're actually planning on a due date in August 2009, coming in under 30 months. That's the Brosamer way."

Joining Scott and Area Manager Rusty Hoseley on this project are Project Engineer Jason Brynick; Field/Project Engineer Robert Issakhani; Field Engineer Steve "Travis" Headen; Structures Manager Lonnie Stahl (Washington Boulevard); Structures Superintendent Mike Matheny (Paseo Padre Parkway); Superintendent Guy Culp; Carpenter Foremen Jeff Balderree, Phil Major, and Tom Pham; Labor Foremen Hugo Carrillo, James Dean Warren, and Louis Estacio; Pipe Foreman Tom Atkinson; Master Mechanic Benny Castellanos; and Office Manager Marianne Beltram.

The project employs 18 subs, including Kiewit Pacific (pile driving), Malcolm Drilling Company (CIDH piles), Raito, Inc. (CDSM cut-off wall), Harris Salinas Rebar, Inc., Tennyson Electric, Inc., and Green Growth Industries

(landscaping).

"The first thing we had to do was build detour roads at Paseo Padre Parkway and Washington Boulevard so we could build the bridges; we spent the first eight months of the project doing that," says Scott.

"Ordinarily, we could build detour roads pretty quickly. But we're working in a highly developed area with a tremendous number of utilities running through the project. We had to relocate all the utilities before we could build the detours. You name it, and it's here."

The utilities include Alameda County Water District; Union Sanitary District; PG&E; Kinder Morgan; SFPUC; communications providers AT&T, Sprint, MCI, Comcast, Time Warner, XO Communications, and Will Tell; and fiber optic providers Level 3 Communications, Qwest, and AboveNet.

"A complicated project like this, with so many participating entities, demands a tremendous amount of coordination to make things happen," says Scott. "Besides all the utilities, we're working with utility contractors, subs, and agencies, including The city of Fremont, Caltrans, Union Pacific, BART, and VTA. The original design isn't perfect, and we're finding that it's really a constant redesign as we uncover utilities not shown correctly in the drawings, and discover that certain utilities have special clearance requirements that restrict their relocations."

During this relocation period, R&L crews also installed 700 lineal feet of 90-inch SFPUC welded steel-casing pipe casings to replace the 100-year-old Hetch Hetchy water lines. The new pipe casings will be used for future SFPUC water projects

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Mike Matheny, Lonnie Stahl, Guy Culp



Office Manager Marianne Beltram.



Project Manager Scott Norgren.

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that will run under the new roadways and tracks. The installation required 9,000 cubic yards of excavation and backfill and more than 1,100 cubic yards of reinforced concrete pipe encasement.

The project required RLB to protect and support the existing Hetch Hetchy pipes during the installation of the new storm drain systems. RLB also had to provide professional survey monitoring of the Hetch Hetchy lines three times a week for more than a year. The pipes are then surveyed for another year at less-frequent intervals.

The pipes are only allowed to move up to three quarters of an inch. If the pipes do move three quarters of an inch, RLB must implement an emergency mitigation plan to reset the pipes.

"With an excellent design by the RLB engineering team, we were successful in constructing the storm-drain systems with movement of less than one half inch," Scott

says. "Please keep in mind the Hayward Fault runs directly thru this project. This engineering feat held up to an earthquake in October that measured greater than 5.0 magnitude.

"We relocated all the utilities, built the detours, switched traffic, and installed the welded casing pipes," says Scott. Crews began building all structures simultaneously in March 2008, with August 2008 completion dates. Then, in early September 2008, crews will relocate the existing UPRR train off the old tracks and onto the 7,000 lineal feet of new tracks over Brosamer's new bridges.

"And that kicks off the second half of the project, because we can't construct the remainder of the retaining walls and the rest of the roadway until that train is moved," says Scott, who is quick to point out that while the work is going on, the trains, the traffic, and the utilities are all live.

Crews removed more than

6,000 lineal feet of reinforced concrete drainage pipe ranging from 12 inches to 72 inches and replaced it with 12,000 lineal feet of new corrugated steel pipe and reinforced concrete pipe ranging from 12 inches to 72 inches as new drainage for an upgraded storm-drain system.

The five bridges, pump station, retaining walls, and concrete encasement for the 90-inch SFPUC pipe call for 3,320 cubic yards of structure excavation, 10,400 cubic yards of structure backfill, and 9,103 cubic yards of structure concrete.

Additionally, the job calls for 900 concrete piles and 1.2 million pounds of rebar.

"There was ground water five feet below existing grade at Paseo Padre Parkway, so we constructed a 60-foot deep CDSM cut-off wall (cement deep soil mixing wall) around the entire perimeter of that area to cut off the ground water," says Scott.

The next step is the railroad switch on Sept. 10.

"After the switch, we can build the second half of the roadways at Paseo Padre Parkway and Washington, taking us through to August 2009," Scott says. "That means a lot of traffic switches during the next several stages to finish the roadways, the drainage, and the remaining structures."

The work on the Paseo Padre Parkway/Washington Boulevard Grade Separation Project has gone very well; the job is on track to finish by August 2009. Milestones have been met, and challenges continue to be confronted and overcome with creative solutions and stellar teamwork.

"At the beginning of the project we had a two-day partnering meeting with all the agencies — city of Fremont, Caltrans, Union Pacific, BART, and all the utility companies. We stressed the magnitude of the job, the number of players involved, and our schedule," says Scott.

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“To this point, everyone knew this as a four-year project. We came in and said, ‘We’re going to build this job in under 30 months, but we can’t do it without your help.’ We had them buy into our schedule and they made the effort to get this thing done. Without that it wouldn’t have been successful.

“It was a huge, huge advantage to us. DeSilva came in to do their excavation and dirt work and first stage of roadways before the rainy season, then we switched traffic and worked through the wet weather season. And we are on track – with a push every day.

“The partnering meeting was key. Our relationship with the owner, the city of Fremont, is fantastic. We’ve



Washington Avenue Bridge falsework installation.

always said, ‘We’re a team out here.’ And we’ve resolved issues as a team.”

Future Hetch Hetchy conduits.



MESSAGE FROM BOB BROSAMER



THIS SUMMER EDITION OF THE NEWSLETTER FINDS US HUSTLING HARD FOR NEW WORK. WE PICKED UP A \$29 MILLION TAXIWAY JOB AT LAX IN THE EARLY SPRING AND A \$60 MILLION P.C.C. PAVING PROJECT ON INTERSTATE 80 NEAR TRUCKEE.

We've been second or third on six jobs bid in the last six months. The good news is there's lots of work on the horizon. BART has a series of seismic retrofits coming in the next two quarters. LAX has a \$100 million apron and taxiway coming in the fall. Caltrans is releasing a slug of work this summer, with a large commitment to the Bay Area.

As we announced at the beginning of the year, I've stepped out of the day-to-day operations into the Chairman/CEO slot. Brian Stopper assumed the President and Chief Operating Officer role.

The transition has worked well. I'm continuing to provide support for the estimating group and I hope to have a little more time to assist Charlie Wall with some of our Brosamer/Wall projects.

People like our featured employees, Jim Miller and Jesus Gonzalez, underscore the reasons why the construction business is so fulfilling. The dedication, enthusiasm and boundless energy are very contagious. They put their individual stamps on this company and reinforce my belief that this is "more than a job, it's a life."

The Fremont and Fresno jobs were both cited for their outstanding safety performance by CAL-OSHA's consultive services after a wall-to-wall review of both jobs. AGC of California presented us a third-place award for its statewide review of members with 200,000 to 500,000 man-hours worked in a year.

Remember, the key to an accident-free job is to "keep on keeping on." Don't let up. Watch out for your partner.

RUSTY HOSELEY INSTALLED AS EUCA PRESIDENT



Bob Brosamer had the honor of installing the Rusty Hoseley (L) as President, and EUCA Board of Directors, for 2008.

THIS PAST JANUARY, RUSTY HOSELEY WAS ELECTED PRESIDENT BY THE MEMBERS OF ENGINEERING & UTILITY CONTRACTORS ASSOCIATION (EUCA).

EUCA is the largest, most influential union contractors' association in the Western United States.

Being elected president is the highest honor to be bestowed upon any member. This position sets an example to lead and inspire fellow contractors. Rusty's role will be to set an example to all, and to support members through problems and challenges during the upcoming year.

Rusty's acceptance speech was very professional and poignant. Here is a small excerpt of his speech.

" . . . starts with a key individual, a key individual who values developing others in a personal manner and it grows to become a company culture.

These special people are in your organization, but they need to be cultivated. To attract more we need to cultivate more.

"If we take more time cultivating talent we will have more of these special people. If we have more of these people in our industry we may start to change the culture of our industry. This can only make our industry stronger."

Congratulations Rusty, and best of luck as president!

2008 ANNUAL SAFETY MEETING

Our 2008 Annual Safety Meeting was a big success.

We received many positive comments on the presentation from guest speaker John Drebinger.

The night before the meeting, we hosted a Casino Night, which proved to be a fun event. Many hours of planning and meeting go on before this event comes into being. Our thanks go to the Safety Committee for a fine job this year.



CASINO NIGHT (L-R): Phil Major, Louis Estacio, and Charlie Douglas.



SAFETY COMMITTEE (L-R): Rita Bustos, Melody Realph, Rob Hughes, Linda Brosamer, Sheena Shirley, Jose Escobedo, and Pam Shirley.

MEET OUR NEW EMPLOYEES

JEFFREY HO

Jeff began working for us in January 2008. Previously he had spent some time working for Kiewit Construction. Jeff is from the Bay Area and is a graduate of U.C. Berkeley, where he majored in civil engineering.

Currently Jeff is unattached and pet free. In his free time, you'll find him biking, playing ping-pong, pool, foosball, video games, watching a good movie or reading a good book. He also is intrigued by studying the stock market. When the opportunity presents itself, Jeff enjoys spending time with his younger cousins.

Jeff has enjoyed working with professionals who have, on average, two to three decades more experience than he does. He has appreciated being able to work on a variety of projects. He is looking forward to becoming a project engineer within the next few years. Jeff's ambitions include being the project manager for a complex, tightly scheduled, and high-risk job.

Recommended places to visit: Jeff suggests you take a cruise to someplace exotic.



who is in high school. Their daughter, Melyn, is in college. Ollie is the family's dog, adopted from ARF.

An Iowa State University graduate in civil engineering, it's no surprise that Pat also enjoys the outdoors. Snow skiing, mountain biking, and tennis are just a few of the activities Pat finds relaxing when he isn't working.

As an estimator, Pat finds it stimulating to be able to build a job that will give us a competitive advantage over the other bidders.

THEODORE WYSINGER

Ted, or "HossFly," are the preferred names of choice. Ted came to work for the property development department in May 2008. He is from El Dorado, Arkansas.

Previously Ted owned his own business. He is married and has two children. In his spare time you can find Ted in the middle of a block party, playing blues music. He is also a recording artist.

Ted has appreciated the support he has received since he came on staff. He is looking forward to growing into future opportunities of greater responsibility with the company.

Recommended place to visit: Paris.



STEVEN TRAVIS HEADEN

Travis is his preferred name, but he will also respond to Steve. He is a hometown boy from Danville and a recent graduate of Arizona State University, where he majored in construction management.

In his spare time, you can find Travis in the outdoors enjoying dirt biking, snowmobiling, boating, wake-boarding, and just about anything else you can find to do outside.

His current position is field engineer for our Fremont job, where Travis is absorbing the experience of watching and learning how structures are built.



NICK YOUNG with property development is now on staff full time.

Welcome aboard!

CONGRATULATIONS TO THE CLASS OF 2008

VERN SCOTT

In January of 2008, Vern came to R&L from RGW and took on the role of Chief Estimator. Vern and his wife, Lisa, have a nine-year-old son, Joseph.

Having been born and raised in Florida, Vern is a Florida State University football fiend! He also is a fishing fanatic.

As an estimator, Vern finds the dissecting of numerous projects to be challenging as opposed to building one at a time. He is looking forward to a future with R&L.

Recommended places to visit: While in the military, Vern lived in Germany for 27 months and describes it as GREAT!



Jennifer Moore (left), soon to be step-daughter of Pamela Shirley, Monte Vista High School; **Jessica Lundquist** (right), daughter of Cindy Lundquist, UC Irvine.



Kortney Realph (left), daughter of Melody Realph, Delta Charter High School; **Kurt Hoseley**, son of Rusty Hoseley, San Ramon Valley High School.



PAT McDONALD

Our most recent addition to R&L is Pat, who is also an estimator. His past experience was with some competitors familiar to R&L, RGW, FCI and Topgrade.

Pat, his wife Jolyn, and family live in San Ramon. They have a son, Michael,



Sarah Allin (left), daughter of Deane Allin, San Ramon Valley High School.

Not Pictured: **Nick Young**, St. Mary's College, B.A. International Business.

MEET JESUS GONZALEZ SR., R&L BROSAMER CEMENT MASON FOREMAN

J

**ESUS
GONZALEZ
HAS A JOY-
FUL SPIRIT
THAT'S
IMPOSSIBLE
TO MISS.**

While sipping coffee at his home overlooking his spread in Wickenburg, AZ, just north of Phoenix, Jesus reflects on his 52-year journey. He was born and raised in Mexico City, and later moved to San Diego for a new chance at age 10. He then went on his own at 16 to seek out his maturing determination and at 21 decided to "do something with his life."

That determination took him to Kingman, AZ, where he met and married the love of his life, his beautiful Anita.

"I've been married to this beautiful lady for 30 years, together we have raised three children, Yolanda, Jesus Jr., and Armando. All are grown, but still very much part of our lives. We have also been blessed with a granddaughter, Izabella"

About the time he met Anita is when his career and a lifelong relationship and familial bond, with the people of R&L Brosamer was forged.

"I've been with the same company for almost 30 years, creating projects that will stand years to come," he says. "I've worked with many wonderful people and learned so much along the way, although it has not come without some challenges and hardships."

The construction life is a dangerous one, and travel often means leaving family behind. Still, he says, "the



JESUS GONZALEZ SR.

rewards are many. I look at my life and realize how truly blessed I am and I thank God for all my blessings."

Jesus speaks fondly of the Brosamer family that's helped make him the man he is today. Ted Blevins was Jesus's first "taskmaster" when he joined Ball, Ball & Brosamer in 1979, doing canal work. Jesus had what he calls a "love/hate relationship with this wonderful but hard man.

"Ted was tough to work for," Jesus says. "There was a lot of turnover with his labor foreman. One day, he let a guy go, and he turned around to me and says, 'You're the boss.' And I said, 'No way.' He looked at me and said, 'Like hell, you speak English, you speak Spanish, you're

the boss.'

"That was 1979. I was 22 years old, and I worked for Ted for the next 14 years. Ted was a hard man, but he was so good for me. He'd beat us up for 12-14 hours, then he'd say (here Jesus imitates Ted's gravelly voice), 'Okay, you guys go home, see you in the morning, don't be wusses.' And we would reply 'Okay Dad.' He taught me how to be a worker, but he also taught me how to be a man and how to lead by example."

Jim Stahl stepped into Jesus's life and encouraged him to expand his knowledge and experience beyond canal paving.

"It's just what I needed," says Jesus.

"After working on concrete

paving canals I worked in highway paving. That's when I met Clark Benjamin, not just a superintendent/teacher, but also a very close friend. It was at that time I became a mason foreman.

Then Jesus got into structures, where he worked with some great men like Lonnie Stahl, Mike Matheny, Rocky Romero, and Dave Castillo, "the bullfighter."

"I got to see these guys who were foreman back then grow into superintendents," Jesus says. "What an education. And now after all these years, it feels like life has made a circle. Here I am paving canals again with Jim Miller, Paving Superintendent, another one of Brosamer's old hands, a great individual, and a great boss."

Even the blessed life has its defining moments, for Jesus it was an injury that almost cost him his life.

"It was the good Lord telling me slow down, be with my family more and reflect more on my life, Jesus says."

In 1990, Jesus was crushed when a several-thousand-pound generator fell on him, causing very serious injuries. For a few short moments he had no heartbeat and was not breathing. After many extensive surgeries and six months of rehabilitation, "I picked up the phone and called Bob and kept my promise to him to return to work," Jesus says.

Eighteen years later Jesus is still working, traveling, and counting his blessings.

"I see the joy in life and I hope I've helped others to see the joy in theirs as well," Jesus says. What can I say? Life is good. What a great family (R&L Brosamer) to be a part of."

JIM MILLER, R&L BROSAMER SUPERINTENDENT

BORN AND RAISED IN TEMPE, AZ, JIM MILLER STARTED HIS LIFE IN

CONSTRUCTION AT A VERY young, impressionable age — right out of high school — as a land surveyor.

Then, "When I saw all the companies coming in to build the Central Arizona canal network in the late '70s, I joined the Operating Engineers Union, took a job with Ball, Ball & Brosamer as a grade checker, and began my career in heavy construction," he says.

Jim moved into management in the 1980s, and attributes his early surveying experience as a key factor in shaping his approach to leadership and building a job.

Surveying is about looking through the glass and imagining three-dimensional spaces. It's science, technology, and art. As a superintendent, Jim's not looking through the glass, but he's still imagining three-dimensional spaces.

"When you look at a set of plans, you have to visualize the job in 3D," Jim says. "That's what I did as a young surveyor, and that's what I do now. I look at plans, lights go

off in my head, and I visualize the work even though it hasn't been performed yet. I visualize the final product, even though it hasn't been built. It's as though I'm looking through a window, and I'm seeing the job completed — I'm still just reading the plans and we're in the early stages of the job on paper, but I see that job completed.

"As a leader, the ability to visualize — to see the job built just from the plans — informs my decisions about scheduling the job, getting the equipment, and pulling the team together. I close my eyes and it's like snapping a picture — I see all the components laid out in front of me, and I know what needs to be done to complete the project."

JIM MILLER



we've got pick-up trucks and travel-trailers, but there's really not a lot of difference in the business we're in. We move around because the work moves around."

While Brosamer's main office is in Walnut Creek, and Jim resides in Morgan, Utah (when he's not on the road), "I'm working with guys from Arizona, Nevada, and Northern California," he says. "But the feeling here is that we're all part of a family."

Jim's father and grandfather were major influences in his life, helping him grow from youngster to young man to adult. He refers to their influence when he says, "The people I work with now are all important to me. As a manager, it's all about them. It's about the teams and their needs."

Since October 2007, Jim's been working in Yuma, AZ, on the All-American Canal Project, "the largest canal work we've ever done," he says. As the summer heats up, work will slow down on that job, and Jim and others will be moved around; he's scheduled to work on the Orange County Airport Project until canal work resumes in October.

Thirty years after taking that first grade-checker/operator's job with Brosamer, Jim is still building dams, canals, highways, and bridges with some of the same guys he met as a young man.

Among his major projects, Jim worked on the Denver International Airport and the Coachella Valley Canal with Jesus Gonzalez, who is featured in this newsletter, along with many others who also joined the company in 1979.

They speak highly of each other and the company, and their friendship reflects many Brosamer relationships forged over the years.

"In this traveling life we live, we're sort of modern day Gypsies, moving around the country," says Jim. "Gypsies had horses and wagons, and

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ANONYMOUS MESSAGES MAY BE LEFT 24 HOURS A DAY, 7 DAYS A WEEK.**

**PUBLISHED BY R&L BROSAMER, INC., 1777 OAKLAND BOULEVARD, SUITE 300, WALNUT CREEK, CA 94596
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THE SAFETY ZONE

Lifeguards, not policemen



Look for opportunities to create a safer workplace

WE RECENTLY COMPLETED OUR ANNUAL FOREMEN'S SAFETY TRAINING DAY. OVER ALL, IT was considered one of the best the company has ever had.

The topics and messages presented by John Drebinger during the day's activities were consistent and strong, and we wanted to share it with everyone so that it is reinforced during our everyday lives.

Our culture is built on trust and on everyone

looking out for each other. One of the main topics during the safety meeting focused on this point. We count on everyone looking for the other guy, not as a "cop" but rather as a "lifeguard."

A cop tries to find something wrong and penalize you for it. A lifeguard looks out for you and helps you.

TAKE THE INITIATIVE

Being a lifeguard means being in the right frame of mind so that you are looking for opportunities to create a safer place. When you see something that is not right, you take the initiative to correct it in a positive manner or warn others about it.

Let's continue the year by being a lifeguard and prevent harm to ourselves and our co-workers.

When conducting your day-to-day operations, ask yourself this basic question: Would you permit your son or daughter to do the thing you are doing? Would you place them in harm's way?

If you wouldn't permit them to do it and you would change things so they were not in harm's

way, then you should consider modifying what you are doing to reduce the potential for harm. Taking the time to change things that are not right will pay benefits in reduced injuries and better productivity.

This ties in with taking the time to do it right the first time and making sure you understand the plan and communicate with each other.

Communicating safety has, in the past, been viewed as a personal infringement; we can look at the benefits by the way we present safety, which is a positive message for anyone.

SAFETY IS FOR EVERYONE

The next time you observe someone doing something unsafe, try asking the person if they want you looking out for their safety, rather than telling them they are being unsafe. This relates to the lifeguard theme and our culture.

Remember that safety does not discriminate; it applies to everyone, regardless of rank, all the time, at work and at home.

Our thanks to our speaker, John Drebinger.



R&L BROSAMER PROJECTS RECEIVE CAL-OSHA SAFETY RECOGNITION

Congratulations to the following jobs for receiving Safety Award Letters of Recognition from Cal-OSHA. This recognition letter is based on both field safety observations by Cal-OSHA, as well as a review of the effectiveness of our policies, procedures, and programs. These awards are not given out freely, as they require everyone on the site to be actively involved in the pursuit of safety excellence.

JOB 60 — NAPA FLOOD CONTROL PROJECT

CLIENT: ARMY CORPS OF ENGINEERS

Rusty Hoseley, Area Manager
Roger Giles, Project Manager
Lonnie Stahl, Structure Superintendent
Adam Nguyen, Engineer
Gene Lightsey, Safety Manager
Tobi Upson, Office Manager

Foremen

Craig Knowles, Operator Foreman
Vince Cueva, Labor Foreman
Jeff Balderree, Carpenter Foreman
Hugo Carrillo, Labor Foreman
Jesus Gonzalez, Finishing Foreman
Tom Norton, Carpenter Foreman
Bennie Castellanos, Master Mechanic

JOB 68 — WASHINGTON AVE/PASEO PADRE GRADE SEPARATION, FREMONT

CLIENT: CITY OF FREMONT

Rusty Hoseley, Area Manager
Scott Norgren, Project Manager
Jason Brynick, Project Engineer
Robert Issakhani, Field Engineer
Steve Headen, Field Engineer
Marian Beltram, Office Manager
Mike Matheny, Structures Superintendent
Guy Culp, Superintendent
Lonnie Stahl, Structures Manager

JOB 67 — FRESNO RTE 180 WEST EXTENSION PROJECT

CLIENT: FRESNO COUNTY TRANSPORTATION

John Pologar, Area Manager
Shawn Otheim, Project Manager
Kevin Williams, Project Engineer
Jim Miller, General Superintendent
Rocky Romero, Structures Superintendent
Cindy Gann, Office Manager

Foremen

Damon Williams, Carpenter Foreman
Luke Carver, Operator Foreman
John Hernandez, Labor Foreman
Richard Doud, Finishing Foreman
Ken Laney, Master Mechanic
Art Vallez, Carpenter Foreman
Chuck Lynch, Carpenter Foreman

Foremen

Dean Warren, Labor Foreman
Hugo Carrillo, Labor Foreman
Louis Estacio, Labor Foreman
Tom Atkinson, Operator Foreman
Jeff Balderree, Carpenter Foreman
Phil Major, Carpenter Foreman
Ben Castellanos, Master Mechanic