



WITTWER  
CONSTRUCTION  
STILLWATER, OKLAHOMA

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# The Wittwer Way

SUMMER 2006

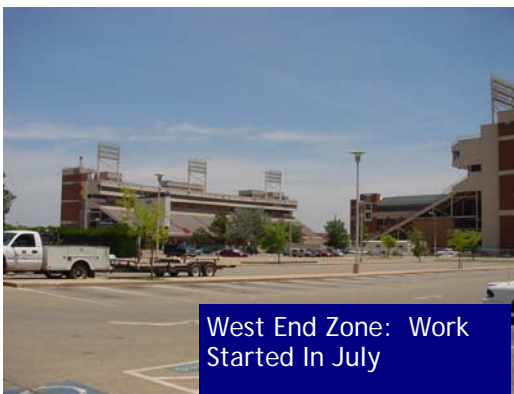
JULY

## Boone Pickens Stadium West End Zone Renovation

In July, Wittwer started work on its part of the renovations taking place at Boone Pickens Stadium on the Campus of Oklahoma State University.

This is the third phase of the stadium renovations and involves the construction of additional seating in the west end zone. When complete the west end of the stadium will be enclosed

According to Wittwer engineer, Kevin Petray, Wittwer will have 30 calendar days to excavate 100,000 cubic yard of earth. The excavation is in preparation for the construction of several structures including a truck tunnel, pedestrian tunnels, several steam tunnels, lift stations and a box



West End Zone: Work Started In July

culvert that will serve as a storm drain.

When complete Wittwer will have poured approximately 6,000 cubic yards of concrete.

Its expected that Brad Griffin's crew will complete the excavation work while crews led by Tim Riggs and Ron Dilley will work on the concrete structures. David Burns will be the full time onsite manager.

Wittwer construction has taken the initial steps toward implementing an employee stock ownership plan (ESOP).

Kirk Wiesner, Matt Wittwer, Brad Griffin, Shane Zerr, and Kevin Petray have been designated as trustees overseeing the ESOP.

The goal in implementing the ESOP is to recognize the contributions made by employees and to reward them by creating a stock bonus employee stock ownership plan for those employees who qualify for participation.

Details of the plan will be announced in the coming months.

### Snyder Job Earns Bonus

Contract terms allowed Wittwer Construction to earn a substantial bonus for completing the first stage of the project within an allotted time. Wittwer completed this stage well under the allowed days and earned a bonus of over 500 thousand dollars.

### Pickens Yard Facility

Work is currently proceeding on the Pickens property west of Stillwater. This property will be used for equipment and materials storage. A concrete plant will also be setup at this site and will provide concrete for Stillwater projects

### Safety Banquet 2005

The safety banquet celebrating safety accomplishments in 2005 was held on May 20, 2006. Over one hundred employees attended.

A number of employees earned a variety of awards, including Mike McClain who was the recipient of the Virgil Mistler Truck Driver Award. Tim Dori won the Grand Prize and selected a \$2,600.00 gift certificate that could be used at the Stillwater John Deere dealership.

## Wittwer to Become Employee Owned



If Employees are ever unsure about the safety of a task they should not proceed until contacting Noe Reyes or Doug Martin

# SAFETY AND HEALTH

## Excellent Driving!

Wittwer has not had any vehicular accidents involving the public and only one fender bender (pickup backed into post) for the entire year to date. This is unbelievable. Keep up the excellent driving.

### 8 Principles of a Safe Workplace

1. Safety is an ethical responsibility.
2. Safety is a culture not a program
3. Management is responsible
4. Employees must be trained to work safely
5. Safety is a condition of employment
6. All injuries are preventable
7. Safety programs must be site specific with recurring audits of the workplace and prompt corrective action
8. Safety is Good Business.

## Occupational Hazards

Several hazards, often overlooked or viewed as minor, are associated with highway construction.

Excessive noise on job sites can cause loss of hearing, but the detrimental effects of noise exposure can be avoided by using hearing protection. Hearing protection available to employees can include ear plugs and ear muffs.

Employees are also exposed to a number of chemicals that can lead to health problems. When working with these chemicals employees should be in a well ventilated area, avoid direct contact with the chemical and wear appropriate respirators to avoid inhalation.

What might be thought of as simple dust can also be a dangerous hazard and can lead to long term

health problems. Employees who are working around dust on a job site, concrete plant or other locations should wear a particulate respirator. Dust masks are only sufficient for limited exposures.

For more information about protection from these hazards call Noe Reyes or Doug Martin.

## Injuries Down in 2006

So far in 2006 there have only been three recordable injuries.

This is a tremendous improvement over the same date in previous years. Good job. There is however still room for more improvement. All three injuries were preventable and if a few simple guidelines had been followed we would not have any recordable injuries for '06.

The National Association of Safety Professionals (NASP) has identified what it considers to be eight principles of a safe workplace. Those eight Principles are listed at the left.

In this newsletter Principle two and three are presented in more detail. Additional principles will be covered in future newsletters.

## Eight Principles of a safe Workplace

Principle #2: Safety Is a Culture Not a Program: The combined commitment and participation of the entire organization is necessary to create

and maintain an effective safety culture. Every person in the organization, from the top management of the corporation to the newest employee, is responsible and accountable for preventing injuries

Principle #3: Management is Responsible: Managements responsibility to lead the safety effort in a sustained and consistent way, establishing safety goals, demanding accountability for safety performance, and providing the resources necessary for a safe workplace. Managing safety is the responsibility of every supervisor, from the first line field supervisor to the chairman of the board.



# Project News

## Ditchliner Northern Arkansas



Brent Wade and his crew faced a difficult site for pouring ditchliner on a Gilbert Central project. This site, north of Harrison, AR was located on a slope about 140 vertical feet above the roadway. Equipment had to be delivered from the backside of the location and passed through right of way obtained from landowners in the area, and concrete had to be pumped because of inaccessibility. In addition, the easiest way for the crew to get to the site was parking at the bottom and walking about 600 ft. up the slope.

## I-35 Blackwell Oklahoma



### Kenny Zerr's Crew on the Blackwell Job Site

The I-35 job at Blackwell involves the dirt construction of bridge approaches and access ramps. Work is being completed by Kenny Zerr's crew. Duit Construction of Edmond, Oklahoma is the prime contractor for this project.

## Jobs Starting Up

The following are new jobs Wittwer is just starting or jobs recently awarded to Wittwer.

Shawnee, OK SH 102 & 140 with Sewell Construction

Asher, OK with Cummins Construction

Hwy 99 Stroud, OK with Quapaw

O'Reilly Auto Parts, OKC with TDC Construction

Heatherwood Addition Stillwater with C-Star

OSU Boone Pickens Stadium Phase III with Flintco

SH 88 Inola/Claremore, OK Wittwer is Prime

Temple, TX with JD Abrams

I40 and Penn OKC with W.S. Boulware

Norman Regional Medical Center, Norman, OK



### Josh Meraz's Crew in Bryan, TX

Josh Meraz and his crew have been in Bryan, Texas for much of the summer. They've been building a large box culvert for a project managed by Young Contractors of Waco, Texas.

## ODOT July Commission Wrap Up

ODOT director Gary Ridley told commissioners funding recently approved by the legislature changes the way transportation projects are funded in the state and reflects a long term commitment to improving the states's roads.

Ridley said that by 2010, the department is expected to receive nearly \$280 million annually in state funds.

The commission approved engineering contracts to replace the state's worst bridges. The program is funded with the \$100 million supplemental appropriation approved by the legislature in March. Officials expect the \$100 million to pay for construction costs on only 30 to 35 of the bridges, but expected to use other funding as well. Currently, 137 bridges are so deficient certain travel across

them is restricted.

The commission also approved \$900,000 in funding for an industrial access road at the Mid-America industrial park in Pryor, in Mayes Co. Pepsico is investing \$180 million in a new facility expected to create more than 280 new full-time jobs with about 350 trucks in and out of the plant site each day.



At the meeting, commissioners also awarded contracts for more than \$80 million to improve highways, interstates, and county roads across the state. Projects include bridge and highway construction and reconstruction, resurfacing and safety improvements. Seventy-nine contracts in 43 counties were awarded.

## Boston Tunnel Collapse

On July 10, at least 12 tons of concrete collapsed onto a passing car in a "Big Dig" tunnel, fatally crushing a newlywed and prompting renewed scrutiny Tuesday of the costliest highway project in U.S. history. The state attorney general said he plans to treat the site as a crime scene that could lead to charges of negligent homicide.

The accident around 11:00 pm Monday was near the entrance to the Ted Williams Tunnel, which runs under Boston Harbor to Logan International Airport. The driver of the crushed car managed to crawl through a window to safety, but his wife died when four massive concrete panels fell on the vehicle.

## Recycling Concrete in Arkansas

With rising costs and landfill space at a premium, combined with new technology and equipment hitting the market, more contractors are starting to hone their sights on recycling.

A highway job currently taking place in Arkansas is a case in point. The crushing and recycling measures are being unleashed on a \$42.3-million expansion of U.S. Interstate 67 at 167 in North Little Rock and Sherwood. The project has been implemented in an effort to ease traffic for motorists. Plans call for removing and crushing the existing concrete pavement and reusing it for the new road. Over the course of the project, about 107,000 cubic yards of concrete will be removed and around 220,000 cubic yards added, reusing almost everything on the job along the way.

Plans are to use the crushed pieces as sub-base gravel for the new road. This gravel will be used as the bottom layer of the road, giving the road its strength. Because of the size of the crushed material, it's not suitable for use as the finished surface for the roads. In reusing this concrete as sub-base gravel, rather than using new gravel that would need to be purchased from another source, thousands of dollars are saved by taxpayers.

## Texas SH130 Contract Signed

Cintas-Zachary has signed a contract to build the next 40 miles of the SH 130 Tollway project. The project is expected to be complete by 2012. This section of highway is part of the larger TransTexas Tollway

Wittwer has worked with Zachary several times in recent years, and hopes to be a part of this project as well.

## Safety Officer's Memo Warned of Tunnel Collapse

A two page memo sent in 1999 describes an on-site safety officer's concern about the safety of the Interstate 90 tunnel connector in Boston's Big Dig project.

In the memo, the officer warns his superiors that the tunnel ceiling could collapse because the bolts could not support the heavy concrete panels—an eerie prediction of the collapse that killed a woman earlier this month.