



Reiman Corp. is almost finished constructing a large water tank in Buffalo, Wyo.

# Quality People and Work

Family owned Reiman Corp. says it is proud of its hard-working employees, especially when they work to overcome challenges on the job. It says long-tenured employees set it apart.

BY STEPHANIE SIMS

**R**eiman Corp. was founded in 1948 by Bob Reiman, current President and CEO Tom Reiman's father. Tom's brothers, CFO and Office Manager R.C.

Reiman and Executive Vice President Wally Reiman, are major stockholders in the company. Reiman adds the family owned company recently hired third-generation members of the family – Reiman's son Scott Reiman and Wally's daughter Lauren Reiman-Fodor are both project managers and estimators.

However, besides family members, Vice President Rich

Bolkovatz says Reiman Corp.'s employees have worked for the company for a long time. "A lot of employees have been here over 30 years," Bolkovatz says. "We have a lot of people who have been here for a long time. [For] one individual, Vice President Jerry Straman, it is his 53rd year here."

Reiman Corp.'s employees average about 20 years of field experience. "That's

what sets us apart – good, trained people who do a very efficient job," Bolkovatz says.

## Challenges on Projects

Reiman Corp. is a bridge, heavy highway and general contractor, and does work throughout Wyoming, Colorado, New Mexico and western Nebraska. It is building a \$6 million Marriott Spring Hills Suite Cheyenne, Wyo., with three floors and 95 rooms, and replacing two bridges with new concrete pavement on the \$11.8 million Casper Marginal project in Casper, Wyo.

Reiman Corp. started work on the Marriott Spring Hills Suite in mid-August, and it is slated for completion in mid-July 2007. Bolkovatz says the two main challenges on this project have been utilities and manpower.

"The design for the building had to tie into city utilities, and unfortunately, we are still trying to locate the utilities," Reiman says. "We are tearing the intersection up trying to find everything. We were delayed for a week already."

"The project's design is based on a fast track project – we're building as the drawings are being produced," he

Reiman Corp.  
[www.reimancorp.com](http://www.reimancorp.com)  
 Proj. 2006 revenues.: \$100 million  
 HQ: Cheyenne, Wyo.  
 Employees: 200  
 Services: Bridge, heavy highway and general contracting  
 Rich Bolkovatz, VP: "That's what sets us apart – good, trained people who do a very efficient job."

notes. "The Marriott take their plans and change or modify them to fit the site and local conditions. So far, no final set of construction drawings are available, [which is challenging, as well]."

As for manpower, Bolkovatz says it is an ongoing challenge in the industry. "In Cheyenne, there's been a lull in the construction market," he says. "That's helped somewhat. Our concern is [whether] we'll have enough manpower further down the line on a project."

Reiman says a key crew lives in Cheyenne for local projects. However, the company sends crews to other locations if they have manpower shortages. "On the Casper Marginal project, we sent our workforce from Cheyenne to Casper, Wyo., and on a concrete Buffalo water tank [project we recently completed,] we sent our workforce from Cheyenne to Buffalo, Wyo.," he says.

He notes the construction industry competes with the energy sector for laborers. "Our local market is experiencing an energy boom, and energy companies are competing with us for employees," he continues. "We haven't been able

to hire locally in Casper or Buffalo. We have been trying for six months.

"The commercial and site housing markets slowed up a bit during the housing boom the last three to five years," Reiman says. "However, there is a lot of commercial work coming in for next year."

Bolkovatz says a big challenge on the Casper Marginal project is traffic. "Working over a live, busy street, trying to build a bridge and keep the street open is our main challenge," Bolkovatz says. To overcome this challenge, "we work at night. We close down the street to one lane and work in that work zone overnight. During the day, we work on the railway and stay off the street."

The company started work on the northbound lane in June 2006, and will start building the southbound lane in April 2007. "We only had a four-month window to complete the northbound lane this year," Reiman says. "We had to be off the road by Sept. 30. The job will shut down for the winter, and we'll move back into the work on these bridges on Interstate 25."

The Wyoming Department of Trans-

portation (WyDOT) does not allow construction companies to work on projects in the winter due to safety issues. "With head-to-head traffic and snow, it could get pretty risky."

Reiman says he is most proud of a WyDOT project where the company built an emergency bridge across a river in Ethete, Wyo. A serious traffic accident on the original bridge made it unsafe. Reiman Corp. built a temporary bridge across the river so kids could get to school.

"We had 30 days to complete the bridge," he says. "We worked seven days a week, 12 hours a day to get the project complete. We had to really push it."

Reiman notes he is most proud of his crews on that project because they ended up completing the project early. "We had to build an Acrow steel structure substructure and push the temporary bridge across the river," he explains.

"We brought in different crews to work different shifts. We rotated crews in over the weekend and got the bridge open three days early, and received a bonus for early completion thanks to everyone's hard work." ■



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