



December 2007 Newsletter



2007 has been a very successful paving year. Many projects were completed. Here is a list of just the Maryland State Highway contracts we worked on:

Project ID	Project Location	County
QA711B5Y	MD 313 from Caroline Co Line to MD 302	Queen Anne
CO5685180	Bridge Replacement on MD 313 over Long Marsh Ditch	Caroline
KE436A5W	MD 299 from MD 313 to Cecil County Line	Kent
KE436B5V	MD 292 through Still Pond	Kent
QA711B5Z	MD 213 from Union Church Rd to Kent County Line	Queen Anne's
QA223A5D	MD 18B Roundabout to Struct. 17047 Station 3+05 t	Queen Anne's
QA711A5X	MD 18A Cox Creek Bridge to Roundabout Station 240	Queen Anne's
TA399B5R	Dodson Ave to E. of Plummer Drive	Talbot
23402 ver B	RT 18A	Queen Anne's
KE436A5X	MD 445 from 361+68 to 631+48	Kent
CO3215270	MD 404 widening with SMA surface	Caroline
CO553B5Q	CO553B5Q - MD 314	Caroline
QA711A5W	MD 304	Queen Anne's
TA438ZM2	Kingston Road over Kings Creek	Talbot
QA233A5C	Thompson Creek Road and US RT 50	Queen Anne's
QA2765177	US 301 North Bound Lanes - US 50 to Bloomingdale	Queen Anne's
QA2525176	US 301 and MD 304	Queen Anne's
DO5815184	East New Market	Dorchester
QA711C5S	MD 213 from US 50 to US 301	Queen Anne's
CO553C5K	BMP 9.35 to EMP 13.29	Caroline
QA7145184	MD 19 through Church Hill for JJID	Queen Anne's
23402	Patching on MD304 just outside Centreville	Queen Anne's
KE411F07C	Trench patching on MD 313 near US 301	Kent
KE436A5S	MD 445 Eastern Neck Island to Carter Ave.	Kent
KE436C5T	MD RT 20 Earl Nickerson Rd to MD 291	Kent
QA711C5T	MD 313 from Barclay to North of Sudlersville 3.42	Queen Anne's
TA4265187R	US RT 50, MD 328 to Dutchman's Lane	Talbot
TA399A5P	MD 579 from Indian Pt. to Harrison Rd.	Talbot
CO553C5M	MD 328 (Talbot Co. Ln. to MD 404) patch and overlay	Caroline

Each of these presented its own unique combination of tasks and hurdles to jump over, but no one will forget the Delaware job at Harrington. This job just keeps on going!!!

Easton Airport Again!!!

How could I have forgotten to mention Easton Airport!! I know that every time we get a job at Easton Airport, everyone thinks, "Not Again!!" Everyday is a struggle just to keep your head above water. This job was no exception. This one was a pain in the Grass!! Yes, Grass blowing onto the runway proved to be a major problem. The overall goal was to repave runway 4-22. Yes, the same one



we did about 18 years ago. 5800 feet long and 100 foot wide. One big slab of high quality asphalt!! Bob and Keith's crews did a tandem pave with the support of B-15, B-47, B-31, and B-21. It was an all out paving effort. It even made Bob Russell throw his hands in the air.



With the milling operation, survey crew, vac truck, crack seal paper lay-down, and 2 paving trains, using as many as 9 rollers, it looked like David A. Bramble, Inc. had invaded Eastern Airport's 100' wide runway. Mix quality and density were top priority. Bill Wetmore threw everything we owned at it. There were even reports of him jumping up and down on the longitudinal joint to help with compaction.



When you drove onto the project it looked like chaos but each operation was well organized and the job turned out great. Everyone that worked on that job played a part in its great success.

Wye Mills Asphalt Plant was churning out a 12.5 mm SuperPave mix for Runway 4-22. Jack and Shady assisted by their plant personnel had the plant just humming along - smooth and steady.

This was to be the first successful use of Superpave at an airport on the Eastern Shore. Roughly 6,000 tons of wedge and 10,000 tons of surface was placed with virtually flawless mix production and compaction. Out of a possible 106% Quality Level, we achieved 105.1% Congratulations to all involved!!

72 series of SuperPave tests were run on the nearly 16,000 tons of mix. That is about one test for every 250 tons. 4 times the frequency we have to do for the Maryland State Highway. No matter how little tonnage they needed on any particular day, 4 series of tests had to be run. At times there were more that 3 series in the ovens at once. Bill and Chris Horney kept the gears turning and the inspector smiling.



Thursday November 29th, I received an email from the project manager Chuck Breeding – “RW 4/22 is open to traffic!!” It was music to our ears.

Private jobs- we had them coming out of our ears in 2007.

Richard Shirley’s crew tackled and handled all kinds of paving, from night work on Rt. 33 right thru the middle of St. Michaels to Kent Island patching, but, the most challenging of all was probably Cambridge Safety Center. Richard’s crew did not do the initial paving, but handled the job of remedial work. The people we were working for were unreasonable, but Richard and his crew were able to finally end the paving job. All three crews paved at Lowes at one time or another and the job looks great. Richard handled other sensitive jobs like Easton Memorial Hospital, Willards Agri-Service, Anne Arundel Health Systems, along with various locations for the Town of Easton and Cambridge. David A. Bramble, Inc. received calls

thanking us for our professional workmanship. Thank you Richard and crew for a job well done.

Every paving job, no matter how big or how small, has problems. David A. Bramble, Inc. is fortunate to have dedicated paving people and support from all of our other branches to get the job done. Thanks to everyone.

We would be remiss if we did not mention the wonderful support that Tony Dimaggio and his crew of low-boy operators did for us in 2008. They were on the job before many of us had our eyes open and worked day and night to get the needed equipment in place for the next paving operation. How many miles did we put on the trucks this year Tony??

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Unfortunately we said good-bye to one of our best in 2007. Pete, you will be sadly missed.



Merry Christmas
and
Happy New Year