



BRAMBULL

NEWS AND INFORMATION FOR THE EMPLOYEES OF
DAVID A. BRAMBLE, INC.

August 2005

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ROADWIRE

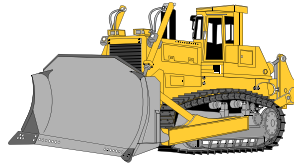
PAVING 2005

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FROM THE PRESIDENT

The construction season is half over and we have had a good season so far. Most of our projects are on schedule or better and we have added a good deal of work to our work load.

We have finished our work on all of our DelDot projects and have very little work in Delaware at the moment. We do have to finish the landscaping at Milford, but that work cannot be done until the fall planting season. We also have a small street job to do in the Town of Smyrna.

In Maryland, we are making good progress on all of our subdivision work. Symphony Village II has all the utilities and mass grading done with only CR6, curb and paving left to do. At Deep Harbor, we have placed all three of the Storm Cepters which are storm water holding tanks that are 16 feet, 20 feet and 25 feet deep, respectively, in the ground. We should also finish relocating the 30 inch gravity sewer pipe next week which is 16 feet deep and serves all of Cambridge. With this work done, we can proceed with the

grading and utility work for this project.

The base paving has been placed on Corsica River Estates and the chipping has been completed at Wye Knot Farms. The Coventry project in Chestertown has the back section complete except for final paving, and the grading and utilities are well under way in the front section.

On our SHA projects, we have started work on the Route 301 J Turns Project and the Truck Weigh Station. We are still working with the State to change the paving section of the truck weigh station from concrete to asphalt. The paving crews have been busy working on the SHA county paving projects and finished all the projects that they were supposed to by the end of the physical year.

We have also been successful on a number of jobs for next year. First, we received notice that we were awarded the work at Symphony Village, Phases III and IV of the project. This along with the Greensboro project that we are going to do will give us a good backlog of subdivision work.

In the last month, we have also been the low bidder on four major projects. We are the low bidder on an 11,000 foot force main project for the Town of Easton to be completed this fall. We are also the low bidder on two SHA paving jobs, one paving Route 50 from the Kent Narrows Bridge to the Bay Bridge and the second one paving Route 301 from Route 313 to the Sassafras River. Both of these projects have us paving the highway in both directions and doing extensive patching along with paving. Finally, we were low bidder on the next phase of the dualization of Route 404 in Denton, which starts at the south end of the job we just finished and goes south over Watts Creek and proceeds on to Sennett Road just past Route 16.

With all of this new work plus the US 113 Project, which we are going to start as soon as the State approves our design, we have enough work to keep all of our crews busy through most of next year. The construction market is still very strong in both the public and private sectors, so I anticipate a very busy end to this year and a strong 2006.

INSURANCE

July and August are the months when our insurance coverage annually renews for business and health insurance respectively. This year we had a good record with our business insurance so we were able to get our renewal at a rate slightly lower than last year.

We also had a good year with our health insurance but that did not stop us from receiving a 10 percent increase in cost. While the

company has absorbed these increases for the individual for five years, we are going to raise the rates for the individual coverage from \$50.00 per year to \$100.00 per year, which is less than 3% of the total cost and is taken on a weekly basis.

The rate for coverage for employees who have their dependents insured under our health plan will have that cost increased by 5 percent. This cost did not increase last year so this reflects an average increase for the last two years of 2.5 percent.



FIRM HAPPENINGS

HOW TO MAKE AN ADDITIONAL \$250.00

David A. Bramble, Inc. is looking for good employees. Do you know anyone that is looking for a job, if so you could be richer for it. All you have to do is send someone in to apply for a job and if we hire them, Bramble will pay you a \$50.00 bonus. If that person stays with the company for three months or longer, you will receive an additional \$50.00 bonus. And if that person continues to work for Brambles for one year, you will receive an additional \$150.00. So just send someone in to apply and tell them to say you sent them.

Roadwire

By Tony DiMaggio and
Wanda Brockson

WOW!! Here it is the second week of August and it seems almost impossible that we only have four full months of work left!! It feels as though we finally get going and it is time to stop. Gee time sure does fly when you are having fun, doesn't it???

This is one of the CRAZIEST seasons we have ever had as far as truck demands. For the most part, we have been running trucks almost 24 hours a day, and then suddenly nobody wants any trucks for a couple of days. We get one night job finished and have a week or two break, and then we get another night job. Of course, then there is the heat and rain which causes issues. WHAT A YEAR SO FAR! During these time periods, we know it has been difficult on everyone, with the changes in sleep schedules, being away from your family and losing hours because of restrictions on the time due to the contract or the inclement weather, none of this has been easy for any of us. With that being said, Tony and Wanda would like to say THANK YOU for all of the effort and cooperation you have given us so far this year.

NEW LOCATION - Truck 104, Mervin Bell has moved to Wye Mills Plant.

NEW DRIVERS (SINCE MAY)

**Vayan Cann
Damean Fairbank**

**Julius Newnam
Kenneth Lewis**

WELCOME TO YOU ALL!

**DRIVERS THAT HAVE
LEFT:**

**Frank Wiesnieski
Michael Chesley
Ricky Hood, Jr.**

GOOD LUCK TO ALL!

We also have a new Lowboy and Tractor! David Joyner, Sr. will be driving this newest model: Truck 166 and Trailer 167. ENJOY DAVE!

Elmer Jester has some surgery coming up and we would all like to wish him a speedy recovery.

We will soon be entering school season and would like to remind all of you to be on the look out for children and buses. Watch your speeds and the shoulders of the roads. Children and buses can be very unpredictable. REMEMBER THAT COULD BE YOUR CHILD OUT THERE!!!! SAFETY AND AWARENESS ALWAYS!!!!!!

Historically the fall season has always been one of our busiest. We hope that everyone is prepared. While it is a demanding time, we must be ever watchful of maintenance on our vehicles to insure that you can continue to work. Lack of maintenance on your truck can cause it to fail, which will leave you with nothing to drive! Please also remember to complete your daily reports as needed and correctly. This is very important for our records and payroll.

ARE YOU A DISTRACTED DRIVER?

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The National Highway Safety Traffic Administration (NHSTA) estimates over 25% of vehicle crashes involve some type of driver inattention. Inattention includes being distracted, asleep, or fatigued, or just "lost in thought". The most common driver distractions include:

1. Eating or drinking
2. Adjusting the radio, CD, etc.
3. Other occupants in vehicle
4. Smoking
5. Cell phone
6. Adjusting climate controls
7. Looking at scenery
8. Looking for route signs
9. Automobile accident
10. Construction
11. Bee or insect in the vehicle

When your attention is diverted by a distraction, you must realize the possible consequences. At 30 MPH, if your attention is distracted for one second, you will travel 44 feet before your attention returns to the traffic picture. Your reaction time will take approximately 3/4 of a second to move your foot from the gas pedal to the brake and you will travel another 33 feet. After

you apply the brake, you will travel about 45 feet before you stop. The total distance, including the distraction, is close to 122 feet. The same example at 55 MPH would require roughly 310 feet or over the length of an entire football field! What would you do if you were distracted and a child darted out between two parked cars?