

Thomas Jefferson Parkway Bridge

Envision traveling along a winding road through Albemarle County on a fall day. It's the first cold snap and the trees have begun to change into the beautiful colors of the Blue Ridge Parkway that are known throughout the country. There's a bridge set off by granite stones. It's the Thomas Jefferson Parkway Bridge which gives access to the home of one of Virginia's creators of colonial architecture.

It is a bridge with modest but significant presence. The granite stones, which were quarried in Maine, cut in Canada and shipped to Charlottesville, distinctively set off the bridge. The walls are faced with fieldstones from nearby Highland County and topped with cut granite copingstones.

This bridge may look like a part of Jefferson's original dream for Albemarle County but for English this was a recent opportunity to fulfill the expectations of The Thomas Jefferson Memorial Foundation. Commissioned on June 28, 2000, this project presented English with construction challenges and rewarding successes until its completion during the summer of 2002.

At the recent dedication of the three-million-dollar bridge Senator George Allen said, "Mr. Jefferson was a man of many talents and abilities – statesman, educator, inventor, musician, agriculturalist and botanist – but Mr. Jefferson also once said: 'Architecture is my delight, and putting up and pulling down, one of my favorite amusements.' While Mr. Jefferson's precise vision for the bridge may never be known, many of us are certain it can't be too far off from what he might have had in mind."

The bridge itself was formed by placing and shaping a soil fill across Route 53. The arch stones, weighing 4 to 12 tons each, were set on a concrete pad poured on top of the fill. The bottom of the bridge barrel was shaped to match the arch stones.

Field stones were then placed face

down, so no one could be sure what the arch barrel would look like until a portion of the fill material was chiseled by hand. A stainless steel anchor was placed in each stone to insure its security. The structural concrete was then poured on the top of the stone to finish the bridge.



Baxter Gordon, Senator George Allen, Phil Manning

Project Manager Baxter Gordon said, "It was quite gratifying when the soil was excavated from beneath the bridge exposing the barrel of the bridge for the first time. It was just right."

Phil Manning served as superintendent. Don Morris was instrumental in laying out this complex geometry. Jehugh Crouch, Authur Turner, Greg Collins, McAuthur Hall and Noel Martinez formed the bulk of the bridge crew and Calvin Gates retired while working on this job. Red Bonds and Howard Alexander performed the grading and pipe work. Larry Vandyke brought a crew to help move the bulk of the material in the loop road. Darrell Sullivan started the project off on the right foot by installing the detour around the bridge site and establishing a good relationship with the owner.

Roxanne Brouse, managing landscape architect with Riley and Associates said, "The English crew assigned to this project worked diligently to achieve the quality of construction that the entrance to Monticello deserved."

The Thomas Jefferson Memorial Foundation has requested additional work: a pedestrian underpass across Route 53 at the bottom of the mountain from Monticello. "It has been a positive experience working with the Foundation, and we appreciate the business," states Gordon.

The Willie Way

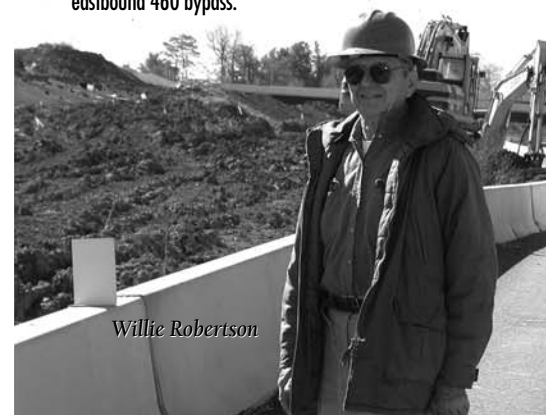
Are you a Hokie fan? Anxious to get to the next game? Imagine more construction than ever before and it's the biggest game of the year. Well even if you do root for the other team, you certainly understand the dilemma of game day traffic mixed with 11 miles of construction; 2.5 miles of bypass, 8.5 miles of ramps and service roads.

Building the 460 bypass in Blacksburg was that nightmare. Certainly not a welcomed gift by hokie fans and the citizens of Blacksburg. But one man changed that. Willie Robertson, project coordinator of the 460 bypass, created a plan to decrease traffic congestion prior to the season opening.

Lynn Whitenack, VDOT's project engineer, dubbed this new traffic sequence "The Willie Way" after Willie Robertson.

Jimmy Harrelson, VDOT project inspector, stated, "Willie came to this project with a fresh outlook. He took his years of experience in construction and applied it to the traveling public. The "Willie Way" has saved the Department countless traffic changes and irritated drivers. My thanks to Willie!"

Willie Robertson along with the help of Eddie Jones, project superintendent, and Mark Jennings, project surveyor, devised a new traffic sequence plan which would allow a greater portion of the work to be done out of traffic—avoiding temporary stoplights, temporary crossovers, and grade changes that just wouldn't work. This new plan saved a lot of time for construction and inconvenience to the traveling public. The proposed "Willie Way" placed 460 East bound traffic onto a stretch of existing Peppers Ferry Road, the newly constructed extension to Peppers Ferry Road, and then onto a portion of eastbound 460 bypass.



Willie Robertson

Community Involvement

Larry McDaniel, corporate safety director, recently teamed up with the students at J. Sergeant Reynolds Community College in Richmond, VA. Instructor Joe Cortez teaches Introduction to Utility Installation and invited Larry to share his expertise in safety on trenching and excavation. The project for this semester consisted of a hands-on training class installing PVC water lines and watering troughs for livestock at a state prison facility.



Chris Jewett, Joe Cortez, Shelly Durfee

The Tool Box Safety Talks used on English jobsites were utilized as the focus of the discussion. Topics covered included death and injury statistics, specific incidents relative to exposure to harm, practices and procedures necessary for safe trenching and excavation (soil types, sloping, benching and spoil piles), and the Miss Utility system of notification.

"It's really nice to have contractors get involved the way English does. This type of training is critical to the construction industry. The demand for skilled operators continues to be a challenge for the contractors," said Cortez.

Even after the class work was completed, students Chris Jewett and Shelly Durfee volunteered their time to work with Cortez on-site at the prison to complete the project. Durfee was asked by a friend why she was volunteering and she replied: "The more time I get to run the equipment the better my chances of making a good impression when I get on the job."



"Kingfish"

Bill "Kingfish" Owens

When you are told about a person whose nickname is "Kingfish", your imagination gets a chance to run wild. And, when people "forget" how this alias came to be, you become very suspicious of their lost memories. That's the way it is with William Ward Owens, the first executive vice president of English.

Mr. Owens, or Bill, as he is more commonly known, was born in Plymouth, North Carolina on December 5, 1921. Around the age of 10, his family moved to Durham and lived there for three years. He returned to Plymouth, graduated from high school, courted his high school sweetheart, Anne Liverman, and married her in 1941. "This was the greatest thing I ever did in my life," Owens remarked. "We were married 56 years."

From 1941 to 1942, Owens worked at the Norfolk Naval Air Station as a layout man. In 1943, he joined the Navy as a second class carpenter and got his construction experience as a Seabee. When asked about formal education, Owens replied, "I went to the school of hard knocks."

In 1948, Owens came to Altavista, with Daniel Construction of Greenville, South Carolina, as an engineer on the Burlington Industries plant project. It was here that he met Mr. English and was wooed away from Burlington. He joined the company in July of 1949 and never looked back. Owens has high praise for Mr. English. "English has always been a Christian organization and it's one of the reasons the company has been so successful. The people have been treated good and a lot of free work has been done."

Among the hundreds of projects that he managed over his 52 years with English, the one that stands out the most with Owens was the sanitary and storm sewer project built for the City of Lynchburg in the late 50's. He said,

"All of my jobs were challenging, but that one was special. What was a two to three million dollar job then would be 30 to 40 million or more today." This project was also English's first pipe job.

Wilson Dickerson, senior vice president, says Mr. Owens really enjoyed bidding, especially when VDOT went to the metric system. He recalls that they were in Richmond at a highway letting when Mr. Owens, in his patient way, waving his hands, shouted out, "I just want to know how to convert meters to dollars."

As for the time he spent working with Doug Dalton, president and CEO, Bill admits that he did not always give Doug the correct figures on a bid. "Doug was too anxious to get some bids, so I'd put a couple of hundred thousand or a million more in the bid, knowing

that Doug would cut it. He would do work and not make any money."

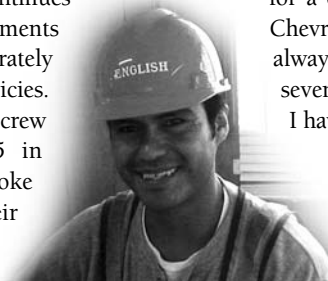
Doug says, "Mr. English had a great deal of faith in Mr. Owens. They were friends and confidants. When I came to work for the company, Mr. English trusted Mr. Owens to mentor me, and hold me accountable. After the years in the field, I had a desk in the same office with Mr. Owens. Beverley and I are indebted to him for his investment in this company, our lives and in our children."

Like so many English employees, it's hard, if not impossible, to determine the actual date of retirement, since many retire and just keep on working. Mr. Owens was retired for many years before he finally quit and went home at the end of 2001. He vacated his office, but the "Kingfish" often returns to chat and check on the staff. "There were a lot of good times, especially the trips," he said. When asked what he would do if he could do it all over again, he laughed and said, "Ask for more money."

Mr. English had a great deal of faith in Mr. Owens. They were friends and confidants.

Comprendè Inglès Understand English

Most of us take our language and ability to communicate with one another for granted. After all, we were born in America and learned English from birth. English Construction employs many Hispanic people whose native tongue is Spanish. This language barrier presents a unique problem in communication that starts with giving and receiving oral directions and continues with producing documents in Spanish that accurately represent company policies. Three members of the crew working on Job 335 in Greensboro recently spoke about some of their experiences.



David Benavides Dominguez joined English in June 2001 as a carpenter. Before coming to America from Mexico City, he had taken classes in architecture and had worked in construction. "I came to America for a better opportunity," he said. "There is a lot of competition for the jobs in Mexico, and I thought I could do better here. I would like to thank English Construction for the opportunity the company has given me to work in the United States and help me to learn a trade."

David began taking English classes at a school in Yadkinville, NC and is continuing to study English with the aid of videotapes, books, and the dictionary. "I like the U.S," he said. The biggest challenge is "finding a way to learn English, but it's not impossible. I am going to keep trying. My purpose is to learn better skills and to keep learning."

Jose A. Rico and Jose J. Rico are brothers. Jose A. had previous experience in construction and joined English in April 1989 as a carpenter. He is now a foreman, and last year he earned his U.S. citizenship.

Jose J. came to work with English in May 1999. He, like his brother, was hired as a carpenter. Before coming to America, he worked for a company in Mexico that made parts for Chevrolet. "Since I was a young child, I have always thought about coming to the U.S. I was seven years old when my brother left Mexico.

I haven't been home since I got to the States." He has been taking English classes at Guilford Technology College at night from 6 p.m. to 9 p.m., four days per week. His biggest challenge is communication. "I would like to get my GED and to continue to work on my education. I came to study and to get my citizenship like my brother."

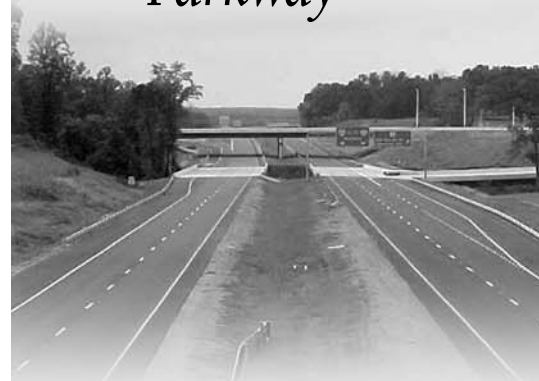
These three men are representative of the hard working immigrants that have left family and friends to make a go for it in the United States. Language is just the first barrier they encounter. It is up to all of us to help them find the American Dream.

Please contact your supervisor or Kathy Dowdy in the home office if you would like assistance locating a source to learn English.

Jose J. Rico
& Jose A. Rico



Pocahontas Parkway



Affectionately known to English as the 895 Connector, the Pocahontas Parkway opened for the traveling public on May 22, 2002. Virginia's first Public-Private Transportation Act (PPTA) contract, the 8.8 mile highway provides a central crossing over the James River between the I-95 James River Bridge and the I-295 Varina-Enon Bridge.

After 639,843 manhours from English employees alone, this project served as quite a challenge. Herbert Morgan, Project Manager for FD/MK, notes, "Even with the weather, English finished the job on time. We are pleased with the effort and the end result."

The 895 Connector marked the beginning of a new era in funding transportation. The PPTA made it possible to complete this project 15 years sooner than the state could using public funds. Of the \$324 million dollar price tag, only \$27 million came from public funds (that's taxpayers' money).

Gene Phillips, project superintendent, states, "The reason English was able to finish this project on time was due to the team effort of the bridge and grade crews. It was great teamwork - without any friction whatsoever. A special thanks to these folks for their time and dedication to the job."

David Wesson, project engineer senior of the Richmond VDOT District, compliments the English crews, "It's been very positive working with Gene Phillips, and English's foremen and bridge crews. English conducts business as it should."



A. Stanley Russell

English lost a long-time employee on August 12, 2002 when Archie Stanley Russell passed away at his home. Stan, with the support of his family, had been gallantly fighting cancer from the time it was diagnosed in November 2001. He was 70-years-old.

Stan was a 1958 graduate of VPI & SU and received a B.S. degree in building construction. He was a member of the Campbell County Utility & Service Authority and the Central Baptist Church. Stan was also an Air Force veteran.

Stan's career at English began in 1958. He served as superintendent, project manager, vice president, and later executive vice president.

Doug Dalton, president & CEO, reflects on his service, "Stanley Russell dedicated his entire professional career to English. He worked hard and measured himself against the highest ethical standard. He was true to his word. He held a position of leadership that transcended the title. He carried the good will of the company wherever he went. He was a company man. The contributions he made through his work and dedication are immeasurable."

Stan is survived by his wife, Millie, and his mother Gertrude Owen Russell; one son, Greg and his wife, Angie; two daughters Tamera and Wendy; two grandsons Adam and Ethan.

NEW JOBS

CARTER MACHINERY ADDITION, LYNCHBURG, VA

Owner: Carter Machinery Company, Inc.
 Contract Amount: \$475,000.00
 Project Manager: Maurice Law
 Superintendent: Charlie Ashworth

Shop and office addition,
 and site improvements.

I-77 INTERCHANGE, YORK COUNTY, SC

Owner: SCDOT
 Contract Amount: \$22,072,266.52
 Project Managers: John M. Jordan, Jr.
 Ralph E. Murphy
 Superintendent: James A. (Sonny) Silvers

Reconstruction of I-77 Interchanges at Rock Hill, SC including 174,000 cy unclassified excavation, 80,000 cy borrow, four new bridges, one bridge widening, and many retaining walls.

I-64 EBL SAFETY REST AREA & INFORMATION CENTER, NEW KENT COUNTY, VA

Owner: VDOT
 Contract Amount: \$6,980,000.00
 Project Manager: Emmett Holdren
 Superintendent: Joe Keesee

Design-build project consists of demolition of existing rest area and construction of a new 9,000 sf Colonial Williamsburg style rest area building and related site work to include improved ingress/egress ramps, picnic areas, child play area, courtyards, video security system, emergency generator and other site amenities.

I-95 AT FOUR OAKS, JOHNSTON COUNTY, NC

Owner: NCDOT
 Contract Amount: \$4,835,000.00
 Project Managers: Wilson L. Dickerson, Jr.
 Donald L. Sowers
 Superintendent:

Rebuilding interchange on I-95 including one bridge, 56,000 cubic meters unclassified excavation and 46,900 cubic meters of borrow.



FORRE!

The Annual English Golf Outing was held at Altavista Country Club on Saturday, September 28, 2002. The weather was great. The course was in excellent condition, and the fellowship shared among the 56 golfers was outstanding. Participants came from far and near. Most were employees, but some were spouses and children of employees.

If you have neglected to participate because your golf game is not up to par with Tiger, fear not. The format, captain's choice, allows for the participation of all types of golfers, from the serious to the course clown or the expert to the novice. The format also successfully involves males and females of all ages.

Event organizer, Phil Garner, said, "It was just good fun. And the teams were evenly matched." Bearing truth to this, one team finished at seven under par, two were six under, and two were five under. A host of teams posted three and four under par scores.

The winning team of Danny Marsh, Phil Garner, Matthew Hackney, and Steve Stephens completed the eighteen holes at seven under par and took home the prizes.

And in the spirit of good sportsmanship, the last place team, which finished at one over par, also took home a prize. The team consisted of Wayne Deacon, Matt Deacon, Kenny Ezzell, and Bilal Salim.

In addition to Phil Garner, Jo Barnard assisted with the set up of the tournament, Wynn Herbers helped the golfers line up and get in place, and Kathy Dowdy hosted the shop luncheon prior to the golf outing.



Kenny Ezzell, Wayne Deacon, Bilal Salim, and Matt Deacon



Mildred Woodson and Gaynor Collins

Annual English Golf Outing Results

**Danny Marsh, Phil Garner,
 Matthew Hackney, Steve Stephens**
 – first place team

**Wayne Deacon, Matt Deacon,
 Kenny Ezzell, Bilal Salim**
 – last place team

Mildred Woodson
 – Longest Drive

Mark Hackney
 – closest to the pin on #8

Max Guggenheimer
 – Oldest Golfer

Ernie Garbee
 – closest to the pin on #2

TIPS ON "DE-STRESSING YOUR LIFE"

Dr. Betty Jo Foster

STRESS! No matter how hard we try, we cannot avoid the pressures of our daily lives, but we can often control them. Stress can be both positive and negative. On the positive side, stress can often increase performance, motivation, or creativity. On the negative side, stress can lead to excessive anxiety, depression, guilt, temper, nervousness, tension, mental blocks, physical problems, accidents on the job, and poor judgment.

We have to remember that 90 percent or more of stress is "internal." The same situation that causes stress in one person may not cause stress in someone else. Listed below are a few proven stress relievers that could help you work better, feel happier, and perhaps even live longer.



Dr. Betty Jo Foster

Dr. Betty Jo Foster is Dean of Instruction and Student Development at Danville Community College in Danville, Va. She conducts seminars and workshops for businesses in dealing with difficult people, developing attitudes, positive thinking and habits of successful people.

1. Do at least one thing every day that you truly enjoy doing.
2. Get up 15 minutes earlier each morning so you do not have to rush.
3. Do nothing that you have to lie about. It takes longer to correct.
4. Keep a duplicate car and house key in your wallet.
5. Make time for solitude every day (At least 30 minutes is preferred)
6. Take a brisk, 30-minute walk.
7. The next time someone cuts you off in traffic or criticizes your work, make it a point to not get angry. Haven't you done the same thing to someone else?
8. Before saying anything, ask yourself if it is true, kind, and necessary.
9. Get enough sleep.
10. What you want to do tomorrow, do today. Procrastination is stressful. Plan ahead. Don't let the gas tank get below one-quarter full. Buy essential items before you run out.
11. Be kind to unkind people. They need it the most.
12. Don't put up with things that don't work. Get it fixed or replaced.
13. Make promises sparingly and keep them faithfully.
14. Laugh as often as possible. It has been proven that laughter helps both physically and mentally. Get with people who make you laugh.
15. Count your blessings.

NEW JOBS

(Continued)

FLUVANNA GENERATING STATION
(Sub to Gilbert-Southern)
Fluvanna County, VA

Owner: TENASKA VA Partners, L.P.
Contract Amount: \$296,000.00
Project Manager: Baxter Gordon
Superintendent: James Andrews

Concrete foundation and rails for a tower crane, concrete slabs for warehouses.

CELEBRATE SOUTH, FREDERICKSBURG, VA

Owner: The Silver Company
Contract Amount: 1.7 million
Project Managers: Wilson L. Dickerson, Jr.
Bernard Davis
Superintendent: David Scott

Building streets with storm drainage, utilities, curb, and gutter for commercial development at Route 3 and I-95.

LYNCHBURG UNITED SOCCER FIELD, LYNCHBURG, VA

Owner: Lynchburg United Soccer
Contract Amount: \$116,430.00
Project Manager: Emmett Holdren
Superintendent: Ernest Garbee, Sr.

Site preparation for Phase 1 of soccer playing fields including clearing, grubbing, erosion control, grading and storm drainage system.

CHEERS from the General Assembly

It's not everyday that English receives cheers from members of the Virginia General Assembly. English, the Virginia Department of Transportation, and various subcontractors, were acknowledged in October by Delegate Dave Nutter (R-Christiansburg), House Majority Leader Morgan Griffith (R-Salem), and Senator Malfourd "Bo" Trumbo (R-Fincastle) for the completion of the 460 Bypass from Interstate 81 to Christiansburg and Blacksburg. A celebration was held at the Christiansburg

High School with approximately 100 people in attendance, which also included local government officials.

The group was recognized for their hard work and determination in completing the new 460 Bypass. Nutter told the group, "... this highway is a very important milestone in the transportation network of southwest Virginia."

English is proud of Eddie Jones and Mike Kendrick, project superintendents, and their crews for their hard work.



EQUAL OPPORTUNITY EMPLOYER

615 Church Street
Lynchburg, Virginia 24504



Training Continues

English is proud to announce the completion of two trainees: Mary Witherspoon and Patrick Stephens. Mary was hired October 18, 2001 as a laborer on the I-95 Atlee-Elmont Interchange Project in Ashland, Virginia. Mary was promoted to a roller operator upon completing 520 hours of training on the job. Patrick was hired June 17, 2002 as a laborer on the Route 265 project in Danville, VA. With 260 hours of training on the job, Patrick was promoted to a heavy-duty truck driver.

*A special thanks
to the Project
Superintendents,
Danny Marsh and
Ernie Garbee for
their participation
and support of
the OJT Program.*



Tommy Branscome and Patrick Stephens



Mary Witherspoon