

ON TRACK

Vol. 4, No. 1
June 2008

SARGENT

CORPORATION

Excellence for Generations.

Sargent crews
do site work
for wind
farms in
Maine, NH
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COVER PHOTO: Kendall Bickford, a project superintendent working on site preparation for the Augusta Hannaford project, checks grade with a hand level. As much as Sargent Corporation relies on high technology, company employees still know how to do things the "old fashioned way." The Augusta Hannaford project will be featured in the Fall 2008 issue.



A message from Herb R. Sargent

Complacency is the biggest danger; building relationships by delivering on our promises is the best job security

In my address from last fall's newsletter, I was pleased to note that our backlog had increased as the summer of 2007 wore on. I also expressed optimism that our backlog would continue to grow and, as a result of our employees' relentless efforts, we are fortunate to enjoy the largest backlog of earthwork in the company's history.

Consider this: while most contractors in the state are working well below their respective capacities as a result of the economic situation the nation and state are in, you have continued to earn the confidence of owners in all of our working regions. And though this is a tale worth telling, we should also consider it – in some ways – as a shot across our bow in the context of the market we're in.

I've heard it said more than once that companies don't get in trouble in the bad times, they get in trouble in the good times; the trouble only manifests itself when the bad times come. Put another way, companies often are lulled into complacency when times are good, and then can't finish the race when the chips are down – it's the old tortoise and the hare story recalled in the corporate context.

In almost every one of my newsletter addresses, I've spoken of how we, as a company, must be vigilant against complacency. The elder Herb E. Sargent was known, until his last days, of referring to his stopwatch while evaluating a production crew. Generations of folks learned the business Herb's way; he never stopped honing his craft, nor did he allow tenuous excuses to come in the way of this passion when he knew that potential was being left on the table.

When the day comes that I don't speak against complacency, you'll know that I'm ready for the rocking chair; we ought to – every day – remind ourselves of who we are and what we can accomplish when we're focused on our project's goal. After all, that's why so many of our customers have such high regard for you.

* * *

It's no secret that I believe this statement: *great people and great equipment can accomplish great things*. I also believe that if you take one or the other out of the equation, you've more than halved your chances of the same accomplishments. Knowing, as I

do, that our people are great, it's important for the long-term health of the company to make sure your efforts are supported with the best, most efficient equipment possible.

As most of you know, we have made tremendous investments in the heavy equipment required to achieve the results we (and our customers) all want. That investment continues into 2008 with heavy equipment purchases intended to increase uptime, efficiency, competitive position, and pride.

I thank you for being a most effective counterpart to this great equipment, the "great people" part of the equation....

* * *

The 2008 backlog I spoke of earlier is built largely on new business with repeat customers, *the result of strong relationships*. These relationships are based primarily on your delivery of our promises. In the following pages you'll see letters from some recent customers in which they sing praises for your proper execution of their work.

It's important to note that the relationship as a whole is built on hundreds of day-to-day decisions made on each project at every level. I wrote to you before that *success resides – and can be lost the fastest – in the field*. Please never underestimate how important your role is to the day's activities, the week's progress, the overall success of the project and the strength of the relationships that we all rely so heavily on. We need to look at each of these relationships as if it's a new one that we're trying to earn. **That** is the best job security we can have.

* * *

The *ZERO ACCIDENTS – Safety for a Lifetime* campaign that we undertook last summer remains in full swing. In fact, from my point of view it will be, perpetually. Please, *please, please* be ever-vigilant about people, equipment and conditions surrounding you, and go home in the same condition at the end of the day that you reported in the beginning.

In fact, go home in better condition. Take advantage of the company's Wellness Program – *Dig in for Health*. Contact Derek Hurst in Stillwater for more information on this program. I did, and I'm glad.

The important things never change.

Herbert E. Sargent began in the earthwork business with a dump-truck and a simple plan: never stop honing his craft to deliver world-class quality, work hard every day to satisfy his customers and support and reward the individual success of employees as a way to grow and retain the best work force in the business.

On the outside, a lot has changed about this industry since Herb started, but the truly important things will never change.

The simple approach Herb took in 1926 to grow his business is why Sargent Corporation will always be a partner you can trust to bring a powerful combination of commitment, skill, depth, experience and crisp efficiency to your next project.

1.800.533.1812

SARGENT CORPORATION
Excellence for Generations.

Sargent resumes work on replacement of sewer, water lines on South St. in Calais

Sargent Corporation has resumed work on a \$1.2 million project to replace both the sewer and water lines and some storm drainage on a 1/3-mile section of South Street in Calais.

South Street is a major thoroughfare and truck route around downtown Calais for traffic between the Domtar pulp mill in Woodland and the port of Eastport. South Street is a state highway, and all work and traffic control had to be done in accordance with DOT specifications.

The project included 1,650 feet of 12" ductile iron water main, 1,000 feet of 8" PVC sewer line, 1,750 feet of 12" PVC sewer, 1,500 feet of 4" and 6" PVC house service connections, 1,400 feet of 3/4" water service connections, and 800 feet of 12" storm drain.

The job will require 1,925 cubic yards of 3/4" stone, 3,200 cubic yards of Type D gravel, 1,700 cubic yards of Type A gravel, and 2,500 tons of bituminous pavement, which will be installed by Lane Construction Corp.

Work started in mid-October. The crew focused on an area where the sewer had deteriorated to the point where the city requested that it be replaced prior to the winter shutdown.

Approximately 500 feet of the project was completed last year before the job was shut down the first week of December. The paving of that section was the last paving job of the season.

The project started back up in mid-May. Completion is anticipated by the end of August.

The operations manager is Jim Conley, the project manager is Doug Morrison, and the superintendent is Bob Jardine. The owner is the City of Calais, and the engineer and owner's rep is Olver Associates of Winterport.

Questions
& Answers
about . . .



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Sargent nearing completion of sewer outfall project for City of Lewiston

Sargent Corporation is nearing completion of a \$4.45 million project for the City of Lewiston to provide 1.3 million gallons of storage at the city's combined sewer outfall (CSO).

The storage facility will collect stormwater that flows off the streets and into the storm drains during a heavy rain event and prevent it from overflowing into the Androscoggin River.

Ordinarily, stormwater from showers or moderate rainfall will be treated at the city's wastewater treatment plant. However, during heavy rainstorms, stormwater runoff can exceed the capacity of the treatment plant, resulting in an overflow.

With the new storage facility, the first 1.3 million gallons will flow into the storage facility. Previously, the excess stormwater would have overflowed directly into the Androscoggin River.

The initial surge of stormwater collects most of the oil and other pollutants off of the roadways. During a heavy rainstorm, this surge will now overflow into the storage facility, so it can be treated when capacity is available.

If heavy rains continue and the overflow exceeds the capacity of the storage facility, the excess stormwater will be relatively clean.

The CSO storage facility is made of 250 pre-cast concrete boxes, or chambers, that weigh between 23 and 32 tons each. The boxes, which have a tongue-and-groove design, had to be fitted together so that the tongue of one box fitted into the groove of the next box.

Work on the project started in August 2007, when Sargent had H. B. Fleming drive sheet piling around the site, which measured 90 x 350 feet.

The sheet piling was needed for two reasons. First, the site had to be excavated to a depth of 22 feet at one end. Second, the crews had to limit the amount of excavation that was open at any one time. The soil below the storage facility included



Sargent Corporation based its bid on using its Komatsu PC600 excavator to set the pre-cast concrete boxes, or chambers, in place (above and below) instead of renting a crane. The PC600 was operated by Steve Renaud.



A total of 250 pre-cast concrete chambers were used to create the 1.3 million gallon storage facility.



The Komatsu PC600 sets a box in place, while a front end loader grades the base of the site to ensure a level surface for the next row of boxes.

areas of soft clay, and the city was concerned about the possibility of rotational shear. That concern was heightened because the Androscoggin River was just 75 feet away.

Several different monitoring systems were put in place to detect any movement, but the soil beneath the project remained stable and no movement was detected.

Operations manager Colby Currier said a key feature of the project was that Sargent Corporation based its bid on using the company's big Komatsu PC600 excavator, instead of a crane, to set the boxes in place.

"The bid was very competitive," Colby said. "We feel that not having to hire a crane gave us a competitive edge that wound up getting us the job."

The result was that the Sargent team—Steve Renaud on the PC600, along with foremen Peter Broberg, Gary Tardie, Keith Wasson, and Howard Martin, heavy equipment operator Mike Grant, and laborers Ben Gilbert, Josh Dillingham, Bob Page II, and Leon King—had to work very closely together.

Buddy Stanhope was a key contributor on the team. Each time the crew set one of the precast boxes, a stick had to be removed. Buddy built a jig that held the stick in the proper position to expedite this process.

"It was a challenging job," said Colby. "The boxes were about the size of a room, with a tongue on one box and a groove on another box. The box that was being set in place had to merge with the box that was already in position."

There wasn't much room for maneuver, as the six rows of boxes were only a foot apart.

The crew started by excavating a section of the site and putting down a "mud mat" consisting of 4 to 5 inches of concrete. The crew then placed 18 inches of stone on top of the mud mat and graded it very precisely to ensure that the boxes would be level and would fit together. Then the backhoe would pick up one of the boxes with its big spreader bar, walk it down the ramp, and set it in place.

"A lot of very close coordination was required," Colby said. "The entire crew worked together like a Swiss watch. I want to commend the guys on their hard work and team atmosphere."

Watching the boxes being put together "was like watching a work of art," Colby said. "There were a lot of pinch points, and people had to be careful where their hands and fingers were. They were working with very heavy structures."

As the boxes were set in place, they were covered with 6 to 8 feet of dirt. When the project is completed, Sargent will place a layer of gravel on the site, and the City of Lewiston will pave it for use as a city parking lot.

The storage facility was completed in May, six months ahead of the contract completion date. The final part of the project was to tie the influent structure into the existing 48" sewer line and to tie the effluent structure into the existing 48" line to the treatment plant.

The crew also had to lay a new 54" PCC (post-tensioned concrete cylinder) pipe from the influent structure to the existing outflow structure on Lincoln Street. That required a trench that was 270 feet long and 12-14 feet deep.

Sean Milligan was the superintendent for the project, Mike Thibodeau was the estimator, and Jeffrey Hallett was the project manager. Tony Bradbury was the surveyor.



Cat 345 loads rock excavation.



A Liebherr 914 grades the access road slopes under the shadow of the wind turbines.

Sargent crews prepare site for Stetson Mountain wind farm despite record snowfall

Sargent Corporation is nearing completion of the site work for a 57 megawatt wind farm project on Stetson Mountain, about 10 miles southwest of Danforth, ME.

When completed, the wind farm will be capable of generating over 167 million kilowatt-hours of electricity per year—enough power to supply the needs of 23,500 homes.

Work on the project began in January 2008 and continued through the heart of the winter despite record snowfall.

Operations manager Jim Conley estimated that Sargent crews had to move about half a million cubic yards of snow in order to work on the project.

“There was an average of 4 to 5 feet of snow in the woods that we had to push out of the way before we could start doing our cuts to fill,” Jim said.

The project included construction of 10 miles of access road and 38 2-acre pads for the wind turbine towers. Sargent crews also did the foundation excavation and the underground electrical work associated with each tower.

The owner is First Wind, formerly UPC Wind, the same company that Sargent Corp. worked for on the Mars Hill wind farm project. The general contractor is Reed & Reed, which also did the construction and tower installation work at Mars Hill.

“It was good to be working as a team once again with Reed & Reed and First Wind,” Jim said.

The Stetson Mountain project required 375,000 cubic yards of site excavation, including 230,000 yards of ledge. The ledge was removed through a combination of ripping with a Cat D10, a Cat D8, and a John Deere 1050, plus blasting by subcontractor Maine Drilling and Blasting.

About 131,000 yards of gravel will be placed on the finished roadway.



A Komatsu PC600 loads excavated material into a rear dump.

The project also required 128 acres of clearing, which was done by subcontractor H. C. Haynes.

Protecting the environment was a major aspect of the project.

A total of 100,000 feet of silt fence were used for erosion control, along with hay bales and check dams. About 165,000 square yards of erosion control blankets will be placed on the slopes to prevent erosion. Some 3,200 feet of culvert was used to ensure proper drainage.

Weekly inspections by a third party, Stantec, were conducted to ensure that stormwater was managed properly. State regulatory agencies also conducted regular inspections.

A unique issue at Stetson Mountain was a concern that the ledge might be too acidic.

Testing had indicated that the ledge had high levels of sulfate and chloride, and geologists were concerned that blasting it and using it as fill might result in stormwater contamination and affect both foundations and road fills.

Whenever the crews started breaking up a new area of ledge, rock samples were tested

for sulfate and chloride levels. If the levels were high enough, the crews would have had to place the rock in a certain way or cover it with lime to mitigate the acidity.

However, as of late May, with the project 80 percent complete, Jim said none of the rock samples had tested high enough to require mitigation.

He added that although the issue of potential stormwater contamination due to high concentrations of chemicals in blasted rock is "new to us in Maine, but will probably be looked at in a lot of projects in the future."

The project included a number of wetlands areas that had to be worked around. Permits from the U.S. Army Corps of Engineers to fill the wetlands were received in June.

Another unique challenge related to the project was providing housing for the people working at the site.

Danforth, a town of about 800 on the Canadian border at East Grand Lake, has very few motels. As a result, Sargent Corp. made arrangements to house employees by using sporting camps and camp rentals in the area.

When the spring thaw came, some employees had to access their accommodations using 4-wheelers, because the camp roads were impassable. In one case, five employees were staying in a camp where they had to ride their 4-wheelers for about a mile to get to their lodgings.

Key personnel on the project included John Sturgeon, project manager; Chris Lynch, superintendent; and Glen Adams, on-site field engineer. Josh McLaughlin was responsible for the erosion control and environmental work.

The project will be substantially complete in June 2008, with final completion scheduled for early fall.

Reed & Reed started installing the windmills in mid-April and will have them up and running by the end of the year. The towers are 262 feet tall, and the blade diameter is 253 feet.

However, before the wind farm can generate electricity, a 28-mile transmission line will have to be installed from the site to Chester, where it will tie into the grid. That work is being done by Maine Public Service.



Off-road truck adapted to winter with tire chains.

Sargent crews prepare

Sargent Corporation has completed most of the site work for a 24 megawatt wind farm in East Lempster, NH.

The project, which started after Christmas, included construction of 5½ miles of roadway and 12 turbine pads.

The crews had to work in severe winter conditions with record snowfalls on narrow roadways on top of a ridgeline in very rugged, steep terrain at elevations over 2,000 feet.

In addition, five ice storms resulted in extremely slippery conditions for both the equipment and the workers.

Operations manager Colby Currier said the company purchased chains for all of the off-highway trucks, and people on the ground used ice creepers most of the time.

“The biggest hurdle was access, access, access,” said Colby. “It’s hard to explain to someone who hasn’t seen the site, especially in wintertime, how difficult it was to get to. But when our workers got up to the ridgeline, they could look around and see five different ski areas.”

The access issue became even more of a challenge during the latter part of March and early April.

The original plan called for an access road from the south, with a short bridge being constructed to minimize the amount of wetlands impacted by the project.

Initially, Sargent constructed a temporary bridge to access the site. However, when the general contractor started work on a permanent bridge in March, it was determined that the bridge had to be longer than planned due to differing site conditions. What was envisioned as a one- or two-week job turned into a two-month project, which meant that Sargent had to find an alternate route to get people, materials, equipment, and fuel to the project site north of the bridge.

The solution was to access the project from the west, using Bean Mt. Road, a private driveway. The driveway started at an elevation of 1,400 feet and rose to an elevation of about 1,930 feet in just eight-tenths of a mile. In a 1,000-foot section, the road gained some 230 feet of elevation.

Late-winter ice storms made the narrow driveway even more difficult to navigate, Colby said.

“We had to get people and fuel up to the equipment by going up a driveway with [a 17-degree incline],” he said. “Then we had to come down at the end of the day.”



Clearing for the access road began the day after Christmas.

site for wind farm project in Lempster, NH



Sargent crew excavates for the access road near the meteorological tower. Several ski areas were visible from the ridge line.

When spring finally arrived, the crews wound up rebuilding most of the driveway so it could be used as the frost went out of the ground.

Sargent Corp. is a subcontractor on the project to Reed & Reed of Woolwich, ME. The owner is Lempster Wind, LLC, a subsidiary of Iberdrola, the Spanish energy company that bills itself as the world's leading producer of wind energy.

Sargent has also partnered with Reed & Reed on wind energy projects at Mars Hill and Stetson Mountain, ME.

The Lempster project was estimated by Steve Perry and Dave Preble. Katrina Morgan is the superintendent; Jeffrey Hallett is project manager.

When completed in August, the Lempster wind farm will have the capacity to produce 24 megawatts of electricity from 12 2-megawatt turbines manufactured by Gamesa, a Spanish company.

The project included 200,000 yards of excavation, 25,000 feet of electrical trenching, earthwork for an operations and maintenance building, and an additional pad for a meteorological tower.

The crews had to crush 50,000 yards of gravel, and 2,500 feet of reinforced



Cut to fill at one of the wind-tower pads.

concrete pipe was used for cross culverts along the roadway.

The project was designed with narrow roadways, which reduced the amount of excavation required but also made the roads more challenging to navigate, particularly under winter conditions.

Tower installation began in June.

Sargent's work on the project will be essentially complete in mid-June. However, after the towers are erected, Sargent will have to place 5½ inches of crushed gravel on the roadways and crown them. Initially, the roads were built and graded flat to accommodate access for the crane.



Trenching for gas collection piping.



Sargent crew installs condensate traps.

Gas collection system, flare station completed at Bath landfill

Sargent Corporation has completed a \$900,000 project to install a gas collection system and flare station at the Bath municipal landfill.

The project included drilling eight new gas collection wells, backfilling the wells with stone, and installing 4,400 feet of 4", 6", and 8" gas collection piping and the flare station.

Methane gas generated by decomposing organic material within the landfill enters the wells and rises toward the surface, where it is collected in the wellheads and put into a header pipe. Vacuum pressure is then used to bring the gas to the flare station, where it is burned off.

Because the collection system was installed in an existing landfill, Sargent crews had to remove the liner and excavate through trash to install the wells and the piping. As a result, the company decided that employees who were going to perform the intrusive work on the project should receive 40 hours of hazardous materials training.

"It wasn't a requirement of the contract, but we thought it was the prudent thing to do," said operations manager Jim Conley. He said the major concern was hydrogen sulfide.

There were no incidents of exposure to hydrogen sulfide or other hazardous gases during the project.

In addition to the main project, the

crews also placed 2,000 feet of gas collection piping within the trash layer of the active portion of the landfill to enhance future gas collection.

Work on the project began in September and was suspended in late January for the duration of the winter. The crews returned to the landfill in May and completed the project, on schedule and within budget, in April.

John Sturgeon was the project manager; and Steve Wight was the superintendent.

Other key people on the job were foremen Mike Ireland, Scott Thibodeau, and Dave Caron Jr.; truck driver Dave Caron Sr., heavy equipment operators Adam Ingersoll, and Bill West, and laborers Hud Cole and John Cunningham.

The owner was the City of Bath. The engineer and owner's rep was Sevee and Maher.

Recovery Drilling Services of South Barre, MA, was the subcontractor that drilled the wells.



The project included installation of a leachate pump station.



A Sargent crew excavates the trench for wall footing at Sam's Club.



The finished wall behind Sam's Club with fence installed on top.

Sargent completes fence projects for Wal-Mart, Sam's Club

Sargent Corporation has completed two small projects for Wal-Mart in Lynchburg, VA. Each project involved constructing a four-foot high concrete barrier wall behind the existing Wal-Mart and Sam's Club stores in front of an existing steep rock slope. The concrete barrier wall was constructed in the existing pavement just inside the curb line to prevent future weathered rock from falling into the existing parking lot and the truck service lane.

The Sam's Club wall was 780 feet long; the Wal-Mart wall was 1,040 feet long.

The barrier walls were constructed by saw cutting the existing pavement, excavating a shallow trench, placing a concrete footing inside the trench, installing rebar dowels, and then placing the concrete barrier wall over the footing using a slip form machine. This concrete barrier wall was very similar to the standard Jersey barrier and was constructed in accordance with the VDOT specifications.

A 4-foot tall chain link fence was also installed on top of the barrier wall that included warning signs and safety reflec-

tors. Prior to the actual wall construction, approximately 50 loads of previously fallen rock and debris had to be excavated and hauled off the site.

The combined value of the two projects was around \$350,000. The Sam's Club project began in November 2007 and the Wal-Mart project began in February 2008. Each project was completed in approximately four weeks. Key Sargent personnel included superintendent Jeff Marsh and foremen Mike Baker and Scott Bartlett.

Travis Ridky was the project manager and Pat Dubay was operations manager.

Tennis courts completed at University of Maine

Work has been completed on a nearly \$1 million project to build new tennis courts at the University of Maine.

The complex consists of eight tennis courts, complete with lighting, fencing, and decorative stamped concrete surrounding the courts.

Work began in August 2007, but due to temperature restrictions on placing the finish paving surface and acrylic surface coatings, the project had to be temporarily suspended late last fall until warmer temperatures returned this spring.

Doug Barnes was the superintendent for the first phase of the project. Tim Herbold supervised the Sargent Corporation crews and multiple subcontractors this spring for phase II, which is scheduled to be complete in time for the planned dedication ceremony early in June. Other key individuals were Dave Preble, who put the estimate together, and Craig Shorey as project manager.



The new UMaine tennis courts prior to installation of the final playing surface.



The first fuel tank is set into position with a crane.



The crew backfills the tank pit with pea gravel.

Sargent crews complete Sam's Club fueling station in MD

A \$1 million project to construct a new fueling station at Sam's Club in Annapolis, MD, has been completed by Sargent Corporation.

Work on the project began in December 2007 and was completed in April 2008—in time for the grand opening on May 6.

Major project activities included demolition of the existing parking area, installation of six fuel dispensers, installation of three 20,000 gallon underground fiberglass fuel tanks, construction of a 9'x24' kiosk and installation of a 54'x110' overhead canopy. The 1.5 acre site also required strict erosion control measures and SWPPP compliance, an 18" RCP storm drain, a bio-retention pond for storm water, sanitary sewer and water extensions to the kiosk, new concrete curb and gutter, 400 linear feet of new concrete sidewalk, site grading, stone placement, asphalt paving and concrete paving.

Byron Beauregard was the acting supervisor for the project, and the foremen were Scott Bartlett, Justin Porter and Ricky Powell. Josh Buzzell, Tim Cole, Matt Leeman, and Pat Blais were the equipment operators. The operations manager was Pat Dubai; the project manager was Travis Ridky.

Although the site was small in size, there were many intricate details to the project that demanded great attention and required a substantial amount of coordination of many different people, including 10 different subcontractors, several consulting engineers, numerous county officials, Wal-Mart representatives, a fiber optics company, and local gas and electrical suppliers. Byron and Travis did an outstanding job dealing with all the day to day issues.

Wal-Mart was very pleased with the process and the end result, as they stated on opening day, "This is was one of the smoothest fuel station openings we have ever had."



The area around the fueling station was fine graded with a stone base and paved with asphalt.



The completed fueling station, with kiosk, canopy, and fuel dispensers.



View of the completed Greenbrier Square project.

Sargent completes Greenbrier Square project 3 months early

Sargent Corporation has completed the Greenbrier Square Phase I Construction project for W. J. Vakos Companies three months ahead of schedule.

Work on the \$2.5 million hotel site project in Chesapeake, VA began in September 2007 and was completed in February 2008.

The project included construction of two large sediment basins, 2000' of four-lane roadway construction, and site grading for future hotel pads. The 20 acre site included 50,000 cubic yards of excavation, 5,500 cubic yards of imported structural fill, 3,100 linear feet of RCP storm drain, 2,000 linear feet of PVC sanitary sewer pipe, 2,100 linear feet of ductile iron water line, 8,900 linear feet of concrete curb and gutter, 2,200 tons of cement-treated aggregate base, 5,500 tons of stone base, and 12,300 square yards of asphalt pavement.

Key personnel on the project were superintendent Terry Watts, foremen Ricky Powell, Art Robinson and Luther McBee, excavator operator Bryan Smart, dozer operator Kenny Fleming, and truck drivers Jimmy James and Rob Haynes.

Patrick Dubay was the operations manager and Troy Corey was the project manager.



The paving subcontractor, Branscome, paves Sentinel Drive at Greenbrier Square.



Sargent crews build a sediment basin at Greenbrier Square. Bryan Smart is the excavator operator and Jimmy James is the rear dump driver.

Sargent returns to Peter Dana Point to complete sewer project

Sargent Corporation has returned to Peter Dana Point, near Princeton, ME, to complete a sewer project for the Passamaquoddy tribe.

The \$2.5 million project includes installation of 11,850 feet of 8" PVC force main, 5,300 feet of 8" PVC gravity sewer, 3,000 feet of 4" PVC service pipes, a large pump station, two small pump stations, and retrofitting of an existing pump station.

Work on the project started in September. The force main and excavation for the large pump station were completed last fall before the project was shut down for the winter in mid-December.

The force main carries sewage to the Passamaquoddy's existing wastewater treatment facility, which Sargent constructed for the same owner in 2006. The line runs for almost 2¼ miles along the shoulder of the road, and the crew was able to install it with very little impact to the pavement.

A subcontractor, Blaine Casey, did the concrete work and building work for the large pump station, which is also essentially completed.

Another subcontractor, Border Electric, did the electrical work for the project.

Sargent Corp. mobilized back in April and installed owner-supplied pumps and performed mechanical work in the large pump station.

This spring, the gravity sewer and service pipes are being installed, along with the two small pump stations. New motors and shivs are also being installed at an existing pump station to increase its capacity.

In all, the project will require 7,300 yards of 3/4" stone, 8,100 cubic yards of Type D gravel, and 3,000 yards of Type A gravel. Gravel stumpage was purchased from Passamaquoddy tribe, and the materials were manufactured using



Sargent crew installs a sewer line at Peter Dana Point.

Sargent's Komatsu jaw crusher and the JCI cone crusher. The jaw crusher breaks the rock down to 5"; the cone crusher, which was purchased last year, further breaks the rock down to the specified size.

A unique aspect of the project is that the existing residents are on septic systems, and the contract requires Sargent to connect them to the newly installed gravity sewer line. For most residences, this will require connections well past the property line.

Because the residences are all on slabs, the crew will have to dig test pits to determine the location of the existing sewer systems. Once this is done, the crew will intercept the residential sewer pipes between the tank and the field and then run a 4" service pipe to the gravity line.

In many cases, the septic systems are in back of the houses, so Sargent will have to go from the street all the way up the side of the house and into the back yard to make the connections.

By contrast, on most sewer jobs, connections are made at the edge of the right of way.

Bob Jardine was the project superintendent last fall; Mike Gordon has taken over as superintendent this spring. The project manager is Doug Morrison.

Olver Associates of Winterport is the engineer and owner's rep.

Sargent crews capping 4.2 acres of Presque Isle municipal landfill

Sargent Corporation crews are in the process of a \$1.1 million project to cap a 4.2-acre section of the Presque Isle municipal landfill.

Operations manager Jim Conley said the original plan was to complete the project last fall, but heavy rains during October and November delayed work to the point where the crews had to shut down for the winter after Thanksgiving.

The crews returned to the site on June 2, with an estimated completion time of 4 to 6 weeks.

Jim said the bids on the project exceeded the engineer's estimate, so Sargent worked with the owner and engineer to value engineer some items and lower the cost.

The project required the crews to screen 20,000 cubic yards of area soil and select borrow, an activity that was made much more difficult by the wet conditions last fall.

"We did it, but it went a lot slower than anticipated," Jim said.

The project included excavation of 14,000 cubic yards of trash and cover material for site preparation and grading, installation of 1,600 feet of 8" secondary leachate collection pipe and 890 feet of 4" gas collection pipe, and placement of 2,500 cubic yards of sand drainage layer.

The cover system starts with 18,700 square yards of GCL liner—in effect, a 1" thick synthetic clay liner that replaces 12" of clay. Then comes 18,700 square yards of geomembrane liner, followed by 20,700 square yards of geocomposite liner that provides a channel for rainwater that penetrates through the cover soil to flow to a toe drain at the base of the landfill.

The project manager is John Sturgeon, and the superintendent is Ray Thompson. The owner's rep and engineer is CES of Brewer. The subcontractor for the liner is RTD of Madison, ME.



The liner crew deploys the geosynthetic clay liner on the east slope of the Presque Isle municipal landfill.



A dozer places select cover material.



Cover material for the landfill was screened on site.



Sargent crews prepare the anchor trench.



The liner crew deploys the liner.



Sargent crews work on the new taxiway at the Auburn-Lewiston Municipal Airport.

Work resumes on new taxiway at Auburn-Lewiston Municipal Airport

Work has resumed on a \$4.9 million project to construct a new taxiway at the Auburn-Lewiston Municipal Airport.

The new taxiway is one mile long and runs parallel to the 4-22 runway. It is connected to the 4-22 runway at four locations and the 17-35 runway at two locations. It also ties into the existing apron at two locations and includes approximately three acres of new apron space.

Work on the project started August 1 and continued until Thanksgiving.

“We worked a lot of long days and weeks to get as much as possible of the project completed before the paving plants closed,” said operations manager Colby Currier.

He said all of the excavation and fill was completed before the winter shutdown, except for two short taxiways that connect the new taxiway to runway 4-22. Approximately 80 percent of the binder (base paving) was also completed before the shutdown.

The project includes 75,000 yards of excavation. About 90,000 yards of common borrow, 55,000 yards of sub-base gravel, and 9,000 yards of base gravel had to be imported to the site.

Sargent crews returned to the airport on May 19 to resume work. The project should be completed by the end of July.

The work to be done includes reconstruction of taxiway G; completion of the remaining binder work, installation of all of the above-ground lighting for the new taxiway, and all of the surface paving and striping.

Colby says one of the challenges of the project is that Sargent has to coordinate with the airport manager to schedule a shutdown a week in advance anytime the crews have to work within 150 feet of a runway or taxiway.

The new taxiway has seven intersections where work has to be done within 150 feet of a runway or taxiway. For each intersection, a shutdown has had or will have to be scheduled for excavation, binder paving, and surface paving.

Moreover, when any of this work is done, the crews have to make sure everything is all put together and level with the existing runway by the end of the day.

The estimator for the project was Mike Thibodeau. The superintendent last fall was Katrina Morgan, the superintendent to complete the job this spring and summer will be Sean Milligan, and the project manager is Jeffrey Hallett. Colby Currier is the operations manager.

The owner is the Cities of Auburn and Lewiston.

Sargent crews work

Officials from Maine School Administrative District 46 in Dexter broke ground for their new PreK-8 school on December 4 in the middle of the first blizzard of the winter.

The next day Sargent Corporation crews pushed two feet of snow out of the way and began site work for the project.

Despite record snowfall during the next three months, Sargent crews completed the building pad before the March 15 deadline, allowing the general contractor, Langford & Low of Portland, to begin on the building construction phase of the project.

Operations manager Jim Conley said the record snow accumulation—at least eight storms dumped between 6 and 20 inches of snow on the Dexter area between December 4 and March 1—was actually a blessing in disguise.

“The additional cost of snow removal was offset by the fact that the that snow cover limited the penetration of frost on the site,” Jim said. “With the frost limited, we were able to place fill at the site all winter.”

The project included 150,000 cubic yards of common excavation and 15,000 cubic yards of rock that had to be drilled and blasted. About 10,000 yards of the rock was crushed on-site and used for Type D gravel and select backfill.

The blasting was done by subcontractor Maine Drilling and Blasting.

Some 15,000 cubic yards of topsoil had to be stripped from the site. Of that, 7,000 yards were placed elsewhere on the site, and the remaining 8,000 yards will be used to construct an additional multi-purpose field in back of the school for SAD 46.

Jim said the contract required one field, but Sargent offered to construct a second field on the site at a minor cost to avoid the cost of having to dispose of the topsoil at an off-site location.

“It was a win-win situation,” Jim said.

Utility work on the project included construction of a pump station and installation of 1,000 feet of 4” to 8” PVC sewer, 4,200 feet of 6” to 18” drain pipe, 2,170 feet of 24” to 36” drain pipe, 20 type F catch basins, and 31 manholes,

through winter on site for new K-8 school in Dexter



The site for MSAD 46's new K-8 school on the Fern Road in Dexter.

which required 10,500 cubic yards of sub-base gravel and 3,000 cubic yards of base gravel.

The site work contract, which was done for SAD 46 and the state Bureau of General Services, was valued at \$4.5 million.

In addition, Sargent was a subcontractor to Langford & Low for the earthwork associated with the foundation and the underground utilities beneath the slab. That contract had a value of \$360,000.

Key people on the project include Doug Morrison, project manager; Scott Blanchard, superintendent; and Rick Clement, foreman.

Jim says Sargent crews have completed about 50 percent of the project from a contract value standpoint, with the remaining 50 percent to be completed over the next two years.

Currently, the project is on "slow-down," as far as Sargent is concerned, as the site has been turned over to the general contractor. This summer, Sargent will complete the building-related project, while maintaining a small crew on site in support of Langford & Low. In the fall, Sargent will resume work with a larger crew to dig a stormwater pond and complete the remaining surface work—placing gravel, paving, curbing, erosion

control, and electrical utilities.

"If we could complete all the remaining work right now, it would take about three months," Jim said. "However, there are a lot of things that we can't do until other phases of the project are complete. We'll be on site until 2010, when we'll do the final grading, paving, and striping."

The school is scheduled to open in the fall of 2010.

In addition to the work on the school site, Sargent will have to do some off-site improvements on Fern Road and Route 94 as part of the contract. This work includes 8,100 yards of excavation, placing 1,500 linear feet of 4" to 8" sewer and 2,500 feet of 6" to 24" drainpipe, and construction of three retaining walls. This will require 4,000 yards of sub-base gravel and 1,100 cubic yards of base gravel.

Paving will be done by a subcontractor, Pike Industries of Fairfield

The project has required extensive erosion control measures, including a detention pond, water quality filters, and a full SWPPP program—tracking, daily reporting, and weekly photos of erosion control activities.

* * *

The SAD 46 project is seeking certification as a LEED (Leadership in Environ-

mental Engineering Design) project.

LEED, a federal "green" initiative, is most commonly associated with building work, but is starting to spill over into site work activities

LEED is a point system in which the owner strives to achieve a certification level—certified, silver, gold, or platinum—by achieving a variety of environmental benchmarks in all phases of the project.

The Dexter K-8 school trying to achieve "certified" status; it is the first LEED project for Sargent Corp.

The primary impacts on Sargent's operations so far have been to require the company to quantify re-use of existing materials, and to encourage the purchase of regional materials (to avoid the need to transport materials long distances) and the use of recycled materials.

For example, the project received credit for the fact that Sargent crushed rock and re-used it on site, used stump grindings as an erosion control material, and purchased local aggregate.

"LEED is something that we'll be seeing more of in the future," Jim says. "Almost all state and federal jobs are incorporating LEED into their project documents."



Art Morin places stone in the gabion baskets with his Cat 325 excavator.

Sargent begins site work for Cancer Care of Maine

Sargent Corporation crews are working on the first phase of a two-year, \$1.8 project in support of the new Cancer Care of Maine building on the Eastern Maine Health Care campus in Brewer.

The initial phase, which started late last fall, includes construction of a 7,000 square-foot gabion basket retaining wall, 420 feet long and up to 21 feet high. Sargent crews are also excavating up to 17 feet deep for the building foundation, constructing two parking areas, and supporting the foundation and building crew trades as they commence their work.

The second phase of the project, scheduled to be completed in 2009, includes an array of landscaping and



Art Morin's Cat 325 excavator digs for footings around the elevator shaft.

hardscape items, such as scoured ornamental concrete sidewalks, CIP decorative seat walls, heated sidewalks, and approximately 1,200 pieces of plant material distributed through a network of walkways, patios, and sitting areas for patients and visitors to enjoy.

T. J. Langerak is the project superintendent, and Craig Shorey is the project manager. Dave Preble was the estimator.

Sargent crews busy

Sargent Corporation began work in April on two projects at the Pine Tree Landfill in Hampden, ME.

The first project is the final cover on an 11-acre section of the landfill; the second project is to construct the Phase 6 perimeter berm.

* * *

The landfill cover project will be a very challenging project because the crews will be placing material primarily on very steep (2.5:1) slopes.

The project involves Phase 7 and 8C, stage 3, of Pine Tree, which faces to the northwest. Much of the work will be visible from I-95 just west of exit 180 (Cold Brook Road) in Hampden.

The project will include regrading and placement of 15,000 cubic yards of waste to achieve the final waste grade and will require 45,000 cubic yards of drainage sand, 76,000 cubic yards of clay, 5,000 linear feet of HDPE gas collection piping, 20,000 linear feet of HDPE drainage piping, and 25,000 cubic yards of vegetative cover soil.

Project superintendent Doug Barnes explained that once the final waste grade is achieved, the first step is to put in the gas collection piping. The waste material in the landfill generates methane and hydrogen sulfide gases, which are collected and burned to produce up to 3.3 megawatts of electricity.

In addition, 12 new 100-foot gas collection wells were drilled. These wells along with the existing gas collection wells will be tied into the new gas piping. Recovery Drilling Inc. of Sterling, MA, drilled the new wells.

When the gas piping is in place, the crews will place a 6" layer of sand and then 24" of clay.

Installing the clay cap is a complex process. First, the clay itself has to be the right material and meet rigorous quality specifications. Then it is placed in 6" lifts until the desired thickness is achieved.

"A lot of detail work goes into the clay layer," Doug says. "Every 25 feet, the crews have to create a shallow berm, and within that berm, a drainage pipe is placed to collect runoff during storms. It takes a

with cover project, new perimeter berm at Pine Tree Landfill



Sargent crews place and shape clay on the Phase VI Berm Project at the Pine Tree Landfill in Hampden. Brian Loisel is on the Cat D6N, Ken Thurlow on a John Deere 270, and Everett Spaulding is on a Komatsu 35 ton haul truck.



The crew shapes the clay and cleans around the gas header on the Phase VI Berm Project.

tremendous effort to get the clay layer to the proper shape and achieve the densities and permeabilities that are required. Also, before the liner can be installed, the surface of the clay layer has to be smooth.”

Doug adds that the work will be even more challenging due to the steepness of the slope.

“Typically, when we’re closing a landfill, the crews work at a 3:1 slope,” he says. “This will be a 2.5:1 slope. It will be the steepest slope

our crews have ever worked on while constructing a landfill cap.”

He said the compactors will run up and down the slope, because it’s too steep for them to run sideways.

“Just getting the material up there will be a challenge as well,” he says.

After the clay layer goes on and the detail work (berms, smoothing) is completed, a 40 mil HDPE liner will be installed and seam welded.

On top of the liner, a drainage composite layer will be installed, with perforated drainage pipes at 25-foot intervals, to collect rainwater that seeps through the cover material and help it drain away from the liner system.



Recovery Drilling drills for gas wells on the Secure II landfill, while a John Deere 270 operated by Ken Thurlow and a Liebherr 904 operated by Mike Hamlin install gas piping as part of the Closure Project.

Finally, the crews will place a 12-inch layer of vegetative cover soil—a blend of three parts soil, one part SPF (short paper fiber—a pulp-like by-product of the paper manufacturing process), and one-half part compost. Then, the cover area will be seeded.

Doug says he’s hoping for favorable weather conditions—in particular, a minimum of rain when his crews are placing clay and other materials on the side of the landfill.

“Every time it rains, it sets you back, especially with clay and especially on slopes,” he says.

* * *

The Phase 6 perimeter berm is the third

and final berm project at Pine Tree. The project is designed to provide the landfill with additional capacity without increasing the footprint.

The berm will require 30,000 cubic yards of borrow, 2,000 linear feet of HDPE piping, a liner system, and a 6-foot clay core.

* * *

The berm project is scheduled to be completed by the end of June. The cover project should be completed by the end of September.

Doug Barnes is the superintendent for both projects. Mike Vining was the estimator, Ian McCarthy is the project manager.



Excavator operator Bryan Smart loads excavated material into a rear dump at the Lorton Construction Debris Landfill in Lorton, VA. A total of 300,000 cubic yards of material is being excavated to construct the new 12-acre cell at Lorton.

Sargent begins work on 12-acre cell at Lorton (VA) landfill

Sargent Corporation has begun work on a \$1.3 million project to construct a new 12-acre landfill cell at the Lorton Construction Debris Landfill in Lorton, VA.

The contract was awarded by Furnace Associates, Inc., a subsidiary of Enviro Solutions Inc. (ESI). This is the first time

Sargent has worked at this facility, as this client was formerly at Waste Management of Virginia.

The project includes 300,000 cubic yards of excavation, placement of an 18-inch sand protection layer, installation of leachate collection piping, sump riser

pipes, sump house, and construction of perimeter ditches and a paved access road. The liner will be placed in the cell by the owner.

Work began on April 15 and will be completed by August 15.

Sargent's crews are working six days a week to complete the excavation and the grading of subgrade by July 1 to permit the liner crew to start work.

After the liner is in position, a Sargent crew will place 24,000 cubic yards of sand protective layer and 1,600 linear feet of leachate collection piping.

Sargent will also be constructing approximately five acres of closure work on the existing landfill slopes using on-site clay from the excavation and other miscellaneous site improvements.

Key personnel on the project are superintendent Terry Watts, grade foremen Ricky Powell and Mike Baker, excavator operator Bryan Smart, dozer operators Adam Evans and Antonio Griffin, and off-road truck drivers Josh Buzzell, Gerald Tuck, Jimmy James, Matt Leeman, Ricardo Diaz and Ricardo Sanchez.

Troy Corey is the project manager.



View of excavation activities from an old access road overlooking the cell.



Danny Whipple, operating a Cat D6N dozer, grades the CKD pile at the Dragon Cement landfill to prepare it for the clay cover and then for the short paper fiber/loam mixture.

Sargent to complete Dragon Cement landfill project this summer

Sargent Corporation will resume work in late July on a project to remediate two separate locations within the Dragon Cement Products facility in Thomaston.

The \$936,000 project will remediate the plant's CKD (cement kiln dust) and waste clinker piles. Both piles are by-products of the cement manufacturing process.

Work at the CKD pile involves shaping, grading, and placing fill material over the pile, and installing a toe drain all the way around the pile. This work will complete a project that Sargent Corporation started in 2004.

At the waste clinker pile, Sargent crews will grade a portion of the pile and construct an HDPE-lined stormwater management pond with toe-drain pipes, a pump station, and a force main.

Work on the project began in September and was suspended for the winter in December. Sargent had hoped to complete the project during 2007, but heavy rains during the fall made it impossible for Dragon Cement to provide enough storage capacity to control stormwater entering the site, and work had to be suspended. As a result, Sargent will return to Thomaston in late July to complete the four to six weeks of work that remain.



Kempton Bradbury, operating the Cat 345C in the foreground, prepares to install the 6" toe drain around the leachate pond, as Mike Brant builds leachate pond berms in the background.

The project will require a total of 25,000 yards of excavation, 6,000 feet of piping, 2,200 cubic yards of topsoil with SPF (short paper fiber, a waste product of paper industry that combines is mixed with the topsoil to resist erosion and hold moisture), and construction of a pump

station and a retention pond.

Operations manager on the project is Jim Conley, the project manager is Doug Morrison, and the superintendents are Kendall Bickford and Tim Lepage.

The engineer and owner's rep is Sevee and Maher.

The Herb E. Sargent Way

Questions & Answers about . . .



Dig in for Health

Sargent Corporation's wellness program

Q. Why does Sargent Corporation offer the "Dig in for Health" wellness program?

A. We place a great value on the safety, health, and well-being of our employees. As Herb Sargent has said at start-up meetings and on other occasions, "This plan is intended to create positive change for both the company and its employees. Our top priority is to help employees live a full and healthy life."

Q. Who is eligible for the program?

A. Sargent Corporation employees and their spouses.



Our Health Educator, Derek Hurst, travels to jobsites to meet with employees. If you haven't met with him and would like to, contact Derek at dhurst@omcwellness.com or call 207-827-4435, ext. 301, today!

Q. How many people have signed up for the program so far?

A. About two-thirds of our employees are participating in the program. Many spouses also participate.

Q. Who provides services under the program?

A. Occupational Medical Consulting (OMC) works with both employees and spouses. We have a full-time Health Educator, Derek Hurst, who brings health education to the field. Derek travels to job sites to meet with employees, and he has met with spouses in Stillwater and at various other locations.

Q. What are some of the benefits of meeting with Derek?

A. Derek will help you identify and prioritize your

individual health risks. He will work with you to set reasonable, sustainable goals toward good health, and he will provide follow-up services to help you track and measure your progress, assess your personal goals, and overcome barriers to positive behavior change.

Q. What's in it for me?

A. You have access to a health educator in a confidential and non-threatening arena at no cost. Sargent Corporation will provide a \$25 gas card at your initial visit, a free Healthwise Handbook at the follow-up visit, and a yearly \$100 incentive to each employee who actively participates.

Spouses on Sargent Corporation's medical plan will also receive the \$100 incentive if they join the program and actively participate.

Q. Are there any other benefits?

A. Yes. Dig in for Health will provide blood pressure and cholesterol screenings, and you can talk with Derek about healthier life-style choices, health concerns, stress-related concerns, family health concerns, or any other health topic that is important to you. You can also talk with Derek about smoking cessation support.

A message from Herb Sargent

In the spring of 2007, we instituted a Wellness Program at Sargent Corporation. As I have said at the various start-up meetings, this plan is intended to create positive change for both the company and its employees. Our top priority is to help employees live a full and healthy life.

The Herb E. Sargent Way

Charles County official lauds Sargent Corporation's John Leeman

From: Dennis Fleming, Chief, Environmental Resources, Charles County, MD
Sent: Tuesday, April 01, 2008
To: Pat Dubay, Sargent Corporation
Subject: John Leeman

On behalf of the Charles County Public Facilities, Solid Waste Division, I would like to take the opportunity to commend the services of your General Superintendent, John

Leeman.

Mr. Leeman's quality of work and commitment to the job during the construction of Cell 3A at the Charles County Landfill surpassed all of my expectations.

As expected of any job of this magnitude, there were several challenges that we encountered along the way. Mr. Leeman was able to provide exceptional leadership during these times to resolve the inherent conflicts between

design engineers, site specific challenges, and the bureaucratic constraints of local and state government. Having been through this contentious process on several similar capital projects, I can honestly state that it was his professionalism that guided us through this process and resulted in the job being done on time, within budget and according to specification.

I would recommend the services of Sargent Corporation and particularly John Leeman to anyone who inquired.

Scholarship recipient says 'Thanks'

Dear Mr. Sargent:

I am the recipient of the H. E. Sargent Scholarship for the 2007-2008 academic year.

I would like to thank you for contributing



toward my education at the University of Maine here in Orono.

I grew up in Poland and moved to Auburn Maine and attended Edward Little High School. This is where I found my abilities in the areas of math and science, which drove me to this university as a civil engineer major. I played ice hockey in high school, but cannot compete at the college level, so I am currently on two men's league teams as well as a floor hockey team.

As I stated, my strengths are in math and science. Civil engineering is a major that will help me explore more about math and science together. The University of Maine has a great engineering program, that will help me pursue my goal of becoming a civil engineer and possibly work in construction.

I have purchased my books for the spring semester with the money donated. It is very apparent how high the prices are for books in college, and it is great to have a scholarship that I am able to use toward buying them. I would like to thank you again for donating this scholarship to help further my education in the world of engineering. It was used for beneficial purposes. Thank you very much it is greatly appreciated.

Sincerely,
 Kristopher E. Bennett



Penquis Housing director praises Ernie Clark

Penquis Housing, Inc.

Kevin Gordon, Operations Manager
 Sargent Corporation
 655 Main Road North
 Hampden, Maine 04444

July 25, 2007

Dear Kevin:

I represent Penquis CAP, Inc., the owner/ developer of Northside Family Housing project on the Griffin Road in Bangor. Your organization is doing the site work for Associated Builders who I have contracted as the General Contractor.

During the last nine years, I have developed eight projects like Northside. Through these years, I have come to deal with all kinds of different organizations and individuals in successfully completing these endeavors. Of these organizations and individuals, some set themselves apart from the rest.

Eric Clark, the Site Superintendent for Northside is one of those individuals who I feel I am compelled to let you know is a cut above the rest and represents the Sargent Corporation exceedingly well. Since the moment I met him, I immediately recognized a person who takes great pride in his work, loves what he does, and exhibits the professional excellence your logo demonstrates. He is in tune with customer service, a lost commodity in modern day America. His peers and subordinates alike respect Eric for his leadership abilities. In addition, he is simply a heck of a nice guy in the bargain.

I believe in rendering credit where credit is due. The Northside site had its problems that Eric took in stride. He even accompanied me to negotiate the solution to a problem with the abutting neighbors, the Bangor Housing Authority. His presence helped reduce a potentially serious obstacle. I am grateful for his help.

I can see why the Sargent Corporation has such a sterling reputation. Eric certainly keeps that good reputation in tact. I do look forward to work with you and Eric again.

Sincerely,

Stephen B. Mooers
 Executive Director

A Penquis C.A.P., Inc., Company

Sargent begins work on Juniper Ridge landfill cell

Sargent Corporation crews have begun work on a new six-acre cell at the Juniper Ridge Landfill in West Old Town, ME.

After grubbing and stumping nearly 20,000 cubic yards of material from the site, the crews had to remove another 80,000 cubic yards of onsite material to make room for the new cell.

Most of the material was hauled to an off-site stockpile area using off-road haul trucks while the remainder was hauled to the active cell to be used as temporary cover. The Komatsu PC600 along with five 35-ton haul trucks and the D8T were available and mobilized in to help make quick work of the excavation. The crews worked some longer hours to move the material thus gaining some relief in a tight



Overview of cell construction at the Juniper Ridge Landfill in West Old Town.

construction schedule. Great job by all involved!

In addition, crews are scheduled to excavate approximately 15,000 cubic yards of solid waste to accommodate the leachate collection tie-ins.

Once the excavation is complete, the crews will install the cell liner system, which consists of 27,000 cubic yards of sand, 19,000 cubic yards of clay, and a

complete HDPE liner system, which will be put in place by RTD Enterprises of Madison.

The schedule calls for completion of the project by September 20, 2008.

Mike Thibodeau was the estimator. Steve Raymond is the project superintendent while Craig Shorey is the project manager.



ON TRACK is published twice a year for the employees of Sargent Corporation.

HERB SARGENT, President
DAVE WOLLSTADT, Editor

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Sargent Corporation is an equal opportunity/affirmative action/drug-free employer. Woman and minorities are encouraged to apply.

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