

SARGENT

CORPORATION

Excellence for Generations.

ON TRACK

Vol. 2, No. 2 - Fall 2006

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COVER PHOTO: Montage of Sargent Corporation employees superimposed on a photo of Port Clyde Harbor. Original design by Butch Patchell.

A message from Herb R. Sargent

Maine's transportation woes; challenges ahead; investments in people

It's no secret that Maine's existing highways and bridges are in dire need of improvement. Forget about new capacity; the existing highways are deteriorating at a pace that will set a severe load squarely on the shoulders of future generations. Last year the legislature adjourned without addressing the short-term funding needs of the state's transportation system. Worse, there has been even less consideration for the future of the state's system. While other regions in the country have adopted visionary goals that look to capacity needs late into this century, Maine is still trying to figure out how to fund maintenance paving for its existing roads.

The recent elections leave transportation with no clear champion at the state government level. The Legislature has shown that transportation is clearly not high on its priority list. I'm not sure the changes resulting from the election will yield any more sympathy toward those of us left stranded on a transportation system whose alignment and profile was largely designed in the 19th century by horse and buggy.

As it now stands, the outlook for significant short-term transportation improvement (with the lone exception of the Calais-St. Stephen bridge and connector) appears to yield little highway work for us. That said, we will have to seek other opportunities as they arise.

* * *

We've got nearly a full construction season under our belt since we took on the Sargent Corporation name. We've successfully constructed projects from Mars Hill, Maine to Moretown, Vermont, to Salisbury, Maryland. 2006 has been a strong year for the company, and the banking and bonding relationships we've built have been strengthened by these successes. From this, we can and should take great satisfaction.

The next several years will offer us challenges as Maine, in particular, hopefully strives for stronger economic underpinnings. As noted above, Maine Department of Transportation work will be nearly nonexistent, except for a couple new projects, . Commercial site, landfill, residential, wind power, and airport projects are expected to continue across our chosen regions, though competition will likely be fierce as a result of the decreased MDOT workload.

In light of this, it is more important than ever for us to show that we are the low cost provider in our industry. We cannot allow complacency to set in as we strive to lead the industry in our regions; consistent attention to safety, details and productivity will ensure that we succeed in that regard. I am committed to continuing the investments we've made over the last year, and I look forward to continuing to work with you all toward the goal of being the safest and most efficient contractor in our regions.

* * *

Besides equipment investment, we have also made (and will continue to make) investments in personnel for the company's future. Recently we've worked with the United Technologies Center in Bangor (the local secondary-level vocational/technical school) to establish a heavy equipment operator program. This program will be well under way by Spring 2007; we hope that its implementation will lead many young people into the industry. We plan to showcase this program in a future newsletter article.

Also, in 1995 John Simpson established the Herbert E. Sargent Scholarship Fund at the University of Maine Foundation. This fund is intended for the benefit of employees' spouses, children and grandchildren who attend the University of Maine. In 2005 the company made a contribution to the fund in order to allow it to provide a greater number of scholarships. We will again contribute in 2006.

In addition, we have supported the Civil Engineering Technology program at Eastern Maine Community College, as well as the Construction Management program at the University of Maine.

* * *

All of these endeavors are intended to enhance the company's execution of work in the short term and the long term. Herb E. once told me that you can't efficiently execute with just great equipment, and you can't efficiently execute with just great people. You need both. I'm glad to take a page out of his playbook with these investments that represent the essence of what Herb believed in.

MBTA presents Lifetime Achievement Award to Dick Martin

Every three years, the Maine Better Transportation Association (MBTA) presents a "Lifetime Achievement Award" to someone who has gone above and beyond the call to serve the transportation industry and the people of the State of Maine over a period of time.

In 2005, that award was presented to Richard J. Martin, former payroll clerk, foreman, and Vice President of Operations for H. E. Sargent, Inc., and a former employee of Hughes Brothers and Sargent & Sargent. Dick is currently employed by Reed & Reed.

Below is the citation that was read to accompany the award of the Maine Better Transportation Association's "Lifetime Achievement Award" to Richard J. Martin:

* * *

Richard J. Martin was born the sixth child into a dedicated, hard working farm family of 11 children. He learned from his parents the meaning and value of "sweat equity," and throughout his life, he has believed that intelligence, common sense and hard work will lead to a satisfactory solution for every problem. He attended Old Town schools, and his natural, easy going disposition and leadership ability propelled him to the class presidency three out of his four years of high school.

In 1953, Herbert Sargent hired him as



Dick Martin accepts the MBTA's Lifetime Achievement Award

a payroll clerk for Walt Parady on the Maine Turnpike project in Gray. He served Uncle Sam and the U.S. Army for two years 1957-59, and returned to H.E. Sargent as a foreman for construction of I-95 in Sidney. One of his most memorable jobs was the Portland Back-Cove project. In 1976, he became Vice President of Operations.

After more than 41 years, he left the company in December 1993, and soon went to work as general manager for Hughes Brothers. He retired in December 2002 and after "catching up" on home projects, began to question if he was ready to retire. Just in time,

Herb Sargent (Sargent & Sargent) asked him to finish up a project on Route 9. In December of 2002, he headed for St. Thomas for R.R. Caribbean (a subsidiary of Reed & Reed). He has spent most of this year working in the Caribbean.

Richard became a member of Maine Good Roads, MBTA's predecessor, in the late 1950s and has been a loyal supporter ever since. He has served on numerous committees, on the Board of Directors (1980-1999) and as President (1983). He also served the Associated Contractors of Maine (ACM) as a director and as Chairperson for the Maine DOT/ACM Joint Committee for three years. He has been a member of the Education Committee for both organizations, his favorite projects.

Richard has been active in the Jaycees, various community boards and has been recognized for his leadership in building the community ball field in Hampden and the community park in Winterport. In his early 50s, Richard took up tennis (in lieu of golf which he says he'll never be old enough to play) and continues playing on a regular basis. He and his wife Carrie live on Green Lake in Ellsworth with two Great Danes. They have one son, Richard, and four granddaughters, Cassidy and her triplet sisters Madison, Sydney and Paige.

Sargent completes apron reconstruction project at BIA

Sargent Corporation has completed the installation of 400 feet of new concrete trench drain, two 6' diameter drain manholes, and two 6' diameter Stormceptors® as part of an apron reconstruction project at Bangor International Airport.

Sargent was a subcontractor to Lane Construction Company on the project.

Sargent's work included demolishing 600 linear feet of existing concrete trench drains and two existing drain manhole structures, excavating and backfilling the new trench drain, and installing the new manholes and Stormceptors.

The new manholes were connected to

the existing storm drain, and reinforced concrete pipe was installed from the manholes to the Stormceptors. The Stormceptors were backfilled with flowable fill due to the restricted access and safety concerns, and ductile iron pipes were installed to connect the Stormceptors to the trench drain.

Completion of the project had to await the arrival of the Stormceptors from the manufacturer, Rinker Materials. The Stormceptors are water quality devices that remove suspended solids and oil from stormwater runoff.

The lead time for Stormceptors is

several months. They arrived at the site on the morning of August 31 and were set in place that evening.

Operations manager Kevin Gordon said the coordination of the project between Lane, Sargent, and Wardwell made for a quick turnaround. He added that the limited number of Sargent employees on the project worked very hard to keep it on schedule.

Work on the \$200,000 project began in early July. Eric Clark was the superintendent on the project. Ian McCarthy was the project manager, the office manager was Alexis Wollstadt, and the safety officer was Jason Frederick.

Sargent crews complete pads, piping for gas-burning flare at

The Waste Management landfill in Rochester, N.H., produces huge quantities of methane gas that is generated as the waste material stored in the landfill decomposes.

Sargent Corporation has been working at the landfill for the past three months on a project to build an above-ground utility flare that will burn off some of that gas.

Operations manager Colby Currier says the company's \$1.2 million contract covers construction of all of the concrete pads and underground piping associated with the flare.

The flare will be enclosed in a silo that is 40 feet tall and 13 feet in diameter with nine 24-inch burners at the base.

The flare is supported by a compressor station, a blower skid, a utility shed, control sheds, a pump station, and a 10,000 gallon above-ground storage tank for condensate.

Gas is carried to the compressor by an 18" HDPE line.

A total of 100 feet of 36" HDPE pipe and 140 feet of 24" HDPE pipe were put in place to carry the gas from the landfill to the flare yard.

Condensate from the gas line is collected in an 18-foot-deep dual-containment pump station and then pumped to an offsite treatment plant.

In order to tie into the existing methane line, the line had to come across the main access road to the landfill, which is also part of the MSE berm that Sargent constructed in 2002-2003. Then the crews had to hang the 24" line down the face of the 25-foot high MSE berm, and then go back underground to the blower skid.

Since the road crossing was at the main entrance to the landfill, the crews had to start work late at night and work through the weekend to minimize disruption of flow of trash to the landfill.

"This is a very busy landfill," Colby says. "In the morning when you go to work, there will be 40 to 50 tractor-trailers lined up, and it goes on all day."

All of the equipment for the project was supplied by Waste Management, but Sargent crews did all of the concrete pads and all of the concrete structures, and also set all the equipment except the flare silo in-house.



A 40-foot tall silo will enclose the flare, which will burn 24 hours a day, seven days a week.

The project also included thousands of feet of underground electrical conduit.

The crew was headed by Keith Wasson; the cement crew included Wayne Tuttle, Peter Heath, and Leroy Kenney. Todd Braley did the layout work, and Jake Harris did all the excavation and underground utilities.

Dee Hobart was the project superintendent; Bob Giles was the project manager

(he took over from Wendell Harriman, who left the company).

Two cranes—a 110 ton crane and a 70-ton crane—were needed to set the enclosed flare silo on its pad.

The anticipated fire date for the new flare is October 20.

All of the gas will come from the landfill. Gas is collected by a series of gas collection pipes and vacuumed out of the

Waste Management's Rochester, NH, landfill



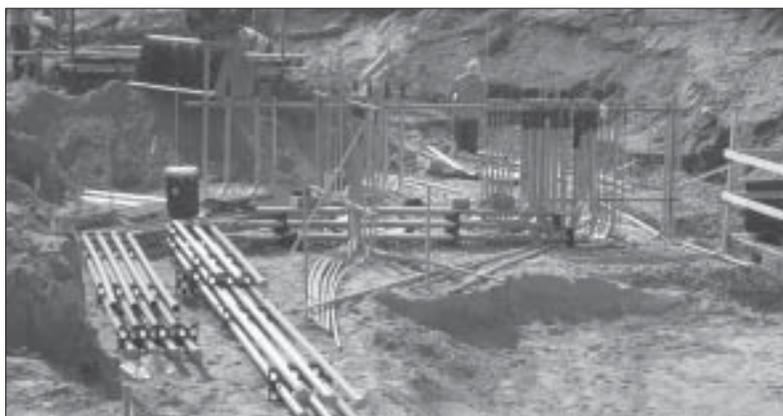
Two cranes were needed to lift the silo off the flatbed and to set it on its pad.

landfill by a blower. It will be piped to the flare, which will burn inside the silo 24 hours a day, seven days a week.

In addition, there are three other flares with 24-inch heads that burn gas from the landfill 24/7.

Eventually, the gas that the two flares will burn will be used to generate electricity instead. The University of New Hampshire is planning to build a pipeline to carry methane from the landfill about eight miles to the UNH campus at Durham, where it will be burned in a turbine generator to make electricity.

Waste Management currently generates about 10.8 megawatts of electricity by burning the gas. They have reached the capacity of the existing power transmission lines, so they have to burn the gas instead of using it to generate more power.



The job included thousands of feet of underground electrical conduit.



Sargent crews prepare one of the concrete pads for the project.



The flare utility yard.

Project grows as Sargent crews respond to client's needs

The ability of Sargent Corporation crews to respond to client requests has turned a \$500,000 job at the Mt. Carberry landfill in Berlin, NH, into a series of projects worth \$1.3 million.

Last spring, Sargent Corporation was the low bidder on a project to build the subgrade for a planned 9-acre expansion at the landfill, which is owned by the Androscoggin Valley Regional Refuse Disposal District.

Work on the subgrade project started in June and will be completed in late October.

Approximately 46,000 yards of till have been hauled in from an on-site borrow area to shape the subgrade and surrounding berms for the new cell.

The crews also installed 1,400 feet of underdrain and are building a gravel road around the cell.

The actual cell construction will be done next year under a separate contract.

As Sargent's crews were working on the subgrade, the district asked the company to help with several other projects at the landfill.

Operations manager Colby Currier said the district called in late June, asking for help in dealing with odor complaints.

The crews responded quickly, placing temporary cover on a section of the landfill to eliminate the odors. Temporary gas collection pipes were also installed, and a subcontractor was brought in to install about 20 acres of temporary liner.

When that work was completed, the district had some additional work that needed to be done.

The crews crushed rip rap with Sargent's new Komatsu portable crusher, and they crushed some gravel with the same crusher.

The crews are currently building a new 1200-foot exit road to make it easier to exit the landfill, and they're replacing 14 drainage pipes that cross the road that leads



Sargent crews place temporary cover at the Mt. Carberry landfill, which is covered with a temporary liner.



Sargent's new Komatsu portable crusher crushed rip rap for the Mt. Carberry landfill project.

from the scalehouse to the top of the landfill.

The project was started by Tracey Hines. The current project superintendent is Kendall Bickford, and Eric Smith and

Chris Lee are the foremen. Sevee & Mahar are the engineers.

Colby said Sargent will bid on finishing the cell next year.



Sargent crews work near the fisherman statue in downtown Eastport. The statue was created for the Fox TV reality show, "Murder in Small Town X." The \$1 million winner in the show was New York City firefighter Angel Juarbe, who died in the collapse of the World Trade Center towers on September 11, 2001.

New water main completed for Eastport

Sargent Corporation crews have completed a \$1.7 million project to replace a little more than two miles of water main for the Passamaquoddy Water District in the town of Eastport.

The project included installation of 9,700 feet of 12" pipe and 1,700 feet of 8" pipe, which provides service to 105 water district customers.

Work began in mid-April and completed in mid-September, on time and within budget.

Temporary water services had to be installed above ground while the existing water main was replaced.

The new water line was placed in same trench as the old line. One portion of the project was along a state highway (Route 190), which required Sargent crews to bore the individual customer water services underneath the roadway so as not to disrupt traffic on the road, which is the only road in or out of Eastport.

This was accomplished by Sargent crews using a "mole"—a pneumatic boring tool that was purchased by



A water service connection is lowered into the trench.

the company for a previous job.

Because the project was located within the right-of-way on a state highway, some restrictions and requirements were imposed by the opening permit.

Paving had to follow some very specific and challenging specifications required by the Department of Transportation, and on part of the roadway, the crews were restricted from digging at all because it was new construction.

Key people on the project were operations manager Jim Conley, project superintendent Bob Jardine, and foremen Scott Thibodeau, Jake Harris, and Josh Boobar. The operators were Chuck Bagley, Mitch McLaughlin, Ken Niles, and Lewis McPhail.

The engineering firm for the project was A. E. Hodsdon of Waterville.

Sargent building new access road at Old Town airport

Sargent Corporation is the general contractor on a \$450,000 project to build a new access road to the seaplane base at Dewitt Field, Old Town's municipal airport.

The new road is just under seven-tenths of a mile long and goes around the hangars, taxiways and runways to the seaplane base. Previously, vehicles going to the seaplane base had to travel down the taxiway and runway.

Sargent Corporation began the work by building new outfalls and installing drainage piping.

A subcontractor was hired to clear a portion of the 37-acre site and to do a selective cut on a portion near Gilman Falls Ave. (Route 43). Because of extremely wet weather, the subcontractor was able to work on only two-thirds of the site. The remainder will be cleared this winter, possibly with Sargent crews.

The planned roadway was grubbed, followed by the subgrade work and ditching. Most of the excess excavation was hauled to a fill site adjacent to the airport, where the City of Old Town is planning an industrial/technology park.

A new detention pond was built behind the hangars.

While the excavation was ongoing, the crew also hauled subbase gravel from the Alton pit and began placing it when the subgrade was accepted. The subbase gravel was completed in early September, and the paving by subcontractor Sunrise Materials began in mid-September.

Sargent crews are also installing approximately 500 feet of 24" storm drain and two catch basins. Completion of the project (except for the clearing work that will be done this winter) is scheduled for early November.

Operations manager for the project was Kevin Gordon. Project superintendent was Peter Broberg, project manager was Craig Shorey, field cost administrator was Megan Cross, and safety officer was Jason Frederick.

"Peter and the crew have done a good job with limited personnel and equipment," said Kevin. "Good job!"



Bobby Mann (foreground) and Mark LeBreton (in excavator) install 60" corrugated metal pipe.

Site work nearly complete for new Lowe's Warehouse in NH

Sargent Corporation is nearing completion on the site work for a new Lowe's Warehouse in Littleton, N.H., and the company was recently awarded the contract for off-site work, as well.

The project required extensive environmental work, including relocation of a small stream and construction of five wetland mitigation ponds

"It was an interesting project," said operations manager Colby Currier. "We were supposed to start work on June 1, but we weren't able to break ground until mid-June because of environmental permits. Then we had some very specific stages that had to be completed before we could disturb the ground on the building site. At the same time, we had a very stringent schedule, because A. R. Mack, the general contractor and construction manager, wanted to get started on the building as soon as possible."

He said the project is on track. The building pad was completed on July 22, and the building is well under way. The rest of the site work will be done in mid-October.

The off-site work—widening and

rebuilding part of Route 302 with new islands and signals, new water and sewer lines, and new storm drains—began the third week of September and will be completed by November 15.

The building will be turned over to Lowe's by December 31 for interior shelving and stocking, in anticipation of a spring opening.

The building site is located between Route 302 and the Ammonoosuc River in Littleton, partially in the river's flood plain.

The stream relocation involved temporarily diverting a small stream through 700 feet of 60" corrugated metal pipe, and then constructing a new stream bed to divert the water away from the building site.

The reconstructed stream bed included pools, rocks, ripples, and extensive plantings along the sides.

"The design engineer tried to make it as natural looking as they could," Colby said.

A sedimentation pond had to be built, along with a series of five wetland mitigation ponds—four in a series near the building site and one off to the side.

Colby said the project required exten-



A portion of the relocated stream bed.

sive wetland planning. Almost 80,000 yards of material had to be excavated from the wetland mitigation area. Over 18,000 yards of loam was removed and brought back into the mitigation area. Wetland mitigation operations were overseen by foreman Chris Baker.

Most of the excavations from the wetlands mitigation area had to be hauled off-site, because it was a wet, clayey material that wasn't suited for use as fill for the building pad or parking area. Some excavation was suitable and was used on site.

About 66,000 yards of granular borrow was brought in to get the site up to grade. Then 20,000 yards of gravel was brought in for the parking lots.

Approximately 50,000 yards of the material was processed with Sargent's new Komatsu crusher.

A fleet of 25-30 dump trucks was needed to move excavated material off site and bring gravel and granular borrow to the site.



Dave Britton and Caryn Houghton operate bucket loaders to feed the crusher at the Littleton gravel pit.

Some 21,000 yards of surplus topsoil from the building site was traded for granular material or sold to a neighboring landowner.

Colby said the project included 90,000 square feet of paving, 2,000 feet of water line ranging from 8 to 12 inches in diameter, and 3,400 feet of drain pipe, ranging from 15 to 60 inches in diameter.

The total value of the project is \$4.9

million, plus \$920,000 for the off-site work.

Project superintendent is Tracey Hines, and Bob Giles is the project manager.

The foremen are Bobby Mann and Pat Smith, utilities; Matt Thibault, foundation, excavation, backfill, and site lighting; and Billy Ruff, surveying, and gravel placement.



View of Port Clyde Harbor.

Port Clyde residents accommodate workers during water

Sargent Corporation has completed construction of a new year-round water line for the Port Clyde Water District.

The \$1.8 million project involved replacing a primitive, seasonal water system with a full-time year-round service

to all of the houses in the community. It included 1,500 feet of 8" ductile iron pipe for the main line along Route 131, about 5,200 feet of 4" HDPE pipe along the side streets, and about 90 residential services.

Since the entire town sits on ledge, the old system was very shallow, with the pipe running above-ground in some areas. It was a seasonal service, both in the sense that it served many seasonal dwellings and that it couldn't be operated during the winter.

The new system was designed to provide year-round service. In order to ensure that the water didn't freeze during the winter, the pipes had to be buried underground, which

required blasting of about 3,000 cubic yards of ledge.

Working conditions were extremely tight. Most of the town is on ocean frontage, so there was very little space available for construction activities or storage. Also, the work was done during the heart of the tourist season, and Port Clyde has a working harbor that includes the terminal for the Monhegan Island ferry.

The project was unusual and challenging in several other ways, as well.

Operations manager Jim Conley said most water line projects require that service be provided within five feet of a residence. The Port Clyde project, however, required Sargent to bring the water lines into individual homes and install new water meters. The internal plumbing was done by a subcontractor,



The project resulted in new paving throughout Port Clyde, including new sidewalks and curbing on Route 131 (left photos).



Another view of Port Clyde Harbor.

main project

Hanson's Plumbing of Charleston.

In one area of the project, the company decided to bore through 220 feet of ledge so as not to disturb landscaped property. This was done by Enterprise Trenchless Technology, Inc., of Lisbon, using directional boring equipment with GPS controls to determine the depth and direction of the drill.

"We dug a hole on either end, and ETT drilled through the ledge and pulled the pipe through the bore-hole," Jim said.

Another unique aspect of the contract was that it required Sargent to reclaim and repave the entire roadway in most areas after installing the water lines.

"Except for Route 131, most of the roads in town were quite narrow," Jim said. "We ground up and reclaimed the existing roadbed before digging the trenches. Then, after blasting and installing the pipe, we regraded the street and paved the whole width. As a result, Port Clyde wound up with all new pavement throughout the town."

The project also included some side work that was done for the Town of Port Clyde to improve the infrastructure, including additional drainage piping, widening of some of the existing streets, and all new curb and sidewalk down Route 131.

Work on the project started in April and was completed—on time and within budget—in mid-September.



Randy Brown (in trench), Jay Stanhope (right), and Wally Crawford (in excavator) bring a water line to a Port Clyde home.

Three superintendents were involved with project—Dan Kochis, Mike Light, and Butch Patchell. The foremen were John Koch, Randy Brown, and Jim Lagasse, and the key operators were Mike Hamlin, Pete Melanson, Matt Hatch, and Wally Crawford.

Dirigo Engineering was the project engineer.

One of the most pleasant features of the project was the way the townspeople

treated the Sargent Corporation employees who did the work.

The closest hotels and motels are a half hour away, but the townspeople provided the crews with available rents, as well as a lot of lobsters and boat trips.

"They're very good people," Jim said. "Considering the fact that we were tearing up their streets, the people went out of their way to be accommodating and helpful."



Portable crusher manufactures aggregates for LP expansion project.

Site work underway for LP expansion project

Sargent Corporation crews have begun work on the largest industrial expansion project in northern Maine in recent years, a new Oriented Strand Lumber (OSL) facility at the Louisiana-Pacific mill complex in New Limerick.

The \$100 million-plus OSL expansion will more than double the footprint of the Oriented Strand Board (OSB) mill that LP has operated on the site since 1982.

The new plant will make dimension lumber from wood chips, or strands.

Sargent, which is responsible for site preparation and excavation for the foundation, was the first contractor on site for the project.

Work began in mid-August and is scheduled for completion by December 1.

"We have a demanding and aggressive schedule," says operations manager Jim Conley. "The goal is to get the structure up so they can work inside during the winter. We have to get all of our front-end work done so they can erect the building."

The site preparation portion of the project includes 130,000 yards of excavation, removal of three existing buildings, installation of 2,500 feet of storm drainage, and relocation and installation of a new 2,000-foot fire line.

Sargent crews will also be constructing

a temporary parking lot, a laydown area for storage of construction materials, and a new access road to accommodate the daily truck traffic hauling OSB from the existing mill.

The project will require 38,000 yards of gravel. Sargent Corporation is using the portable crusher to manufacture the necessary aggregates from an off-site gravel source. The crusher is operated by Dave Britton.

The fire line will have to be relocated in stages in order to provide continuous fire protection to the existing mill.

"We have to keep the fire line in operation while we're doing the modifications," Jim says.

The existing fire line and parking area are both located on the expansion site.

The general contractor for the project is Neil Gunther of Frederickton, NB.

Groundbreaking ceremonies for the project were held on September 6, with Maine Governor John Baldacci joining LP CEO Rick Frost and other LP, state, and local dignitaries.

OSL is an engineered wood product that is manufactured using strand technology. It is designed to meet home construction demands for alternative engineered products in lumber applications.

The Houlton facility will be LP's first OSL manufacturing facility, and will be one of the few producers of OSL in North America.

Ray Thompson is the project superintendent for Sargent. Foremen for the project are Travis Fernald, Troy Ingersoll, Todd Brown, and Eric Burgess.

Sargent's portion of the project is valued at \$2.8 million.

Apron, taxiway

Sargent Corporation crews are constructing a new apron and connecting taxiway at the Lebanon Airport in Lebanon, N.H.

The \$2.8 million project also includes a short section of a new roadway that replaces an old dirt road.

Work on the project started August 7; the estimated completion date is November 15, with some additional paving work likely to remain until spring.

The project involves 70,000 yards of excavation and about 50,000 yards of gravel. The waste site and gravel sources are both about 18 miles away, so the project is employing a fleet of 20 to 25 dump trucks to take excavated material

Mid-Atlantic crew completing landfill closure

Sargent Corporation's Mid Atlantic Division is completing a 20-acre landfill closure at the King and Queen Landfill in Little Plymouth (King and Queen County), Va.

Work on the \$2.5 million project began in June and will be completed this November.

The closure consists of covering the landfill with one to two feet of base soil layer, followed by a geosynthetic liner, a synthetic drainage composite—two layers of geotextile with a mesh layer inside to allow drainage—and two feet of protective cover soil.

The project required 60,000 yards of soil for the base layer and another 60,000 yards of soil for the protective cover. The soil was provided from on-site sources by the owner, BFI/Allied Waste.

The crews have had to build 12,000 feet of stormwater diversion berms, three to four feet high, to divert water to downslopes.

Operations manager for the project is John Leeman, the project superintendent is Terry Watts, and the project manager is Troy Corey.

Key foremen are Ricky Powell and Roland Cloutier.



Above and below: Sargent crews place cover material on King and Queen landfill.



project underway at Lebanon, NH, airport

off-site and bring gravel on-site.

The new roadway includes approximately 1,300 feet of water and sewer lines, with the sewer line to be installed 14 to 15 feet below grade.

The crews have to work around the existing roadway, which provides access to the Magic Bird Contracting hangar. The road intersects a corner of the new apron, so excavation for the apron can't be completed until the new roadway is put into service and existing utilities (telephone, electricity, water and sewer) are relocated.

Operations manager Colby Currier said the project was delayed for about two

weeks while the owner secured environmental permits from the New Hampshire Department of Environmental Protection.

"We couldn't work on any of the wetlands areas until we got the permits, and about seven acres of the 8-acre site are designated as wetlands," he said.

Paving is expected to be a critical issue this fall, because the project will be bumping up against the paving deadlines in New Hampshire.

Binder paving has to be done when the temperature is at least 45 degrees F. and can't be done after November 15, even if the temperature is high enough. For surface paving, the minimum temperature

is the same, but the deadline is October 15.

Colby says he's hoping the weather will cooperate and allow the crews to do as much paving as possible this fall.

The ideal weather pattern, he says, would be to have Indian summer in New Hampshire to allow paving—but "to have snow in Maine so we can go hunting."

Project manager is Jeffrey Hallett, while Louie Hebert is the project superintendent. Foremen are Seth Watts for utility work and Robert Lavigne for surveying, excavation, and gravel.

The construction engineer is Stantec of Portland, ME.

Mid-Atlantic Division begins work on Maryland subdivision

The Mid-Atlantic Division has begun work on the Tayman Subdivision, a 34-lot residential subdivision for Richmond American Homes in Brandywine, Md.

Work began in September and will be completed in February.

The project includes 3,000 feet of sewer lines, 3,000 feet of water lines, and 3,000 feet of storm drains.

Approximately 30,000 yards of common borrow will have to be imported to the 20-acre site.

The project includes some off-site improvements to Dyson Road, along with the construction of two stormwater sediment basins, about one acre each.

One of the challenges in the project will be the sewer lines. They will be installed 20 feet below grade, which is well below the water table.

The project superintendent is Mike Brochu, the project manager is Travis Ridky, and the foremen are Dan Kochis and Adam Tenan. Pat Dubay is the operations manager.

Pat said he's hoping to negotiate another project for Richmond American down the road next spring.



Above and below: site preparation for the Tayman Subdivision in Brandywine, MD.



"As long as they can sell these homes, they'll negotiate the Drula Subdivision [a

12-lot residential subdivision] with us in the spring," he said.

Sargent crews on track to complete Juniper Ridge landfill cell

Sargent Corporation crews are on track to complete work in October on Cell 3B at the Juniper Ridge landfill in Old Town.

The new cell is a six-acre addition to Cell 3A, which Sargent Corporation built in 2005.

Work on the \$2.4 million project began early in July 2006.

The project involved stripping about 25,000 yards of topsoil and grubblings off the site and then excavating to grade inside the cell.

The job was originally planned as a waste project—a project where the amount of material to be excavated exceeds the amount of material needed for fill or to construct the berms. However, it turned out that some of the material had already

been excavated for cover, so the crews had to import about 8,000 yards of borrow from a nearby pit to bring the cell berms up to the proper elevation before they could start building the cell.

The cell construction involves placing a filter fabric on the fill material, followed by a foot of sand, leak detection piping and two feet of clay. Then the liner subcontractor, RTD, installs the liner system, which includes a geosynthetic clay liner, an 80 mil HDPE liner, and a geo-composite drainage layer made up of two layer fabric surrounding a layer of plastic honeycomb that allows water to drain.

Then one-foot of sand with leachate collection piping is placed on top of the liner.

Operations manager Kevin Gordon said the weather this summer made it difficult to install the clay.

"It was either sunny and windy, which made the clay too dry, or we had a lot of rain, which made the clay too wet," Kevin said.

He said the liner installation by RTD had to be postponed for a few days because of wet weather in September, but overall the project is going very well, a good team effort by all involved!

Doug Barnes is the project superintendent, and Craig Shorey is the project manager, Megan Cross is the field cost administrator, and Jason Frederick is the safety officer.

Crews race against paving deadline in sewer project

Sargent Corporation has begun work on a \$1.5 million project to replace 3,600 feet of the sanitary sewer system along Route 1A/Main Road North in Hampden.

Sargent was not the low bidder on the project, but was selected to do the work by the Town of Hampden after the low bidder withdrew.

The project also includes replacing the sanitary sewer in the older portion of the Westbrook Terrace Subdivision, and 1,000 feet of water line on the west side of Route 1A.

Work on the project began right after Labor Day and will continue as long as the weather stays warm enough—or until mid-November, when MDOT's paving restrictions go into effect.

"The MDOT paving dates are just around the corner," says operations manager Kevin Gordon. "The crew has been working very hard to get a good jump on the project. Any work that is not completed this year will carry over into next spring."



Sargent crews dig a trench on the west side of Route 1 in Hampden. A temporary bypass force main (left) was placed on top of the ground on the east side of Route 1.

The first step of the project was to install 700 feet of 12" ductile iron pipe on the west side of Route 1A, to replace a section of water line that had been located along side the sewer lines on the east side of Route 1A.

Then, a temporary 3,600-foot by-pass

force main was fused together and run on top of the ground behind the utility poles on the east side of 1A to allow the existing force main and gravity lines to be removed with the excavation for the new pipes.

The crew completed the new water line and bypass lines on September 9 and then began digging the trench on the east side of 1A. The crew removed the old lines and installed the new force main and gravity sewer lines.

As of the end of September, the crew had completed approximately 600 feet of the new line and were racing against the clock—and the MDOT paving deadlines—to get as much of job done as possible this fall.

The MDOT prohibits surface paving after October 21st of this year. After that date, the crew will bring the binder paving up to the surface to make the road usable. Then they'll go back in the spring, grind down the binder paving, and lay the surface paving over it.

The MDOT prohibits binder paving as well after November 15. At that point, the crews will clean up and the project will shut down for the winter.

The work on Sunset Avenue—approximately 2,000 lf of 3" gravity pipe—will be performed next spring. That also includes work on Westbrook Terrace, George and Williams Streets.

Sean Milligan is the project superintendent, and Craig Shorey is the project manager. Alexis Wollstadt is the office manager, and Jason Frederick is the safety officer.



Excavator removed the surface paving before digging the trench.

Forest group praises Sargent for waterline replacement



NHDES-approved stream reconstruction was completed as part of the Hillsboro public waterline replacement project.

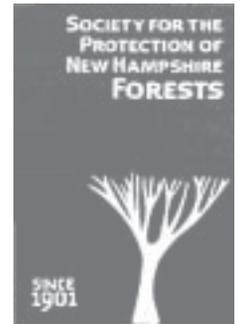


Boulders were removed from the right-of-way.

Dear Mr. Sargent,

On behalf of the Society for the Protection of N.H. Forests, I want to congratulate you on your successful completion of the Hillsboro, N.H. public waterline replacement job. I also want to offer my highest compliments to Mr. Sean Milligan for the professional manner in which he represented your company in overseeing this very difficult construction project, a project that had its share of very rough ground interspersed with large sections of sensitive wetlands and hydric soils and wet weather! The Best Management Practices that were employed were all state-of-the-art.

For your information, the water main bisects the Forest Society's 108-acre Cottrell Forest and contains sensitive wetlands and rare plants. While we had some initial concerns about the impact this operation would have on these resources, they were quickly dispelled once we saw the quality of the workmanship that began to unfold. Once we realized we could offer some mutual benefits, we were happy to work in a timely fashion with Sean in providing valuable access for this project in return for having an internal truck road, built to a very high standard,



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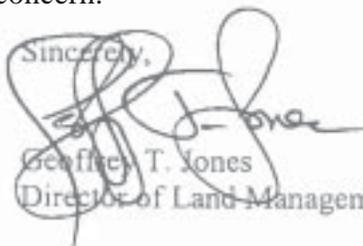
project that passed through sensitive NH wetlands



Completed access road through property owned by the Society for the Protection of New Hampshire Forests.

for future logging operations. It was a true pleasure to work with Sean and other employees of Sargent Corporation. Please extend our great appreciation to Sean and other Sargent Corporation employees that worked on this project.

As a further expression of our satisfaction, I would be happy to offer letters of recommendation to your company regarding future projects, especially where addressing environmental impacts might be a concern.

Sincerely,

Geoffrey T. Jones
Director of Land Management



Waterline through SPNHF's property, prior to access road construction.

The Herb E. Sargent Way

Boy Scouts of America Camp Roosevelt Campaign

Dear Mr. Sargent,

Thank you - thank you from everyone working on the Camp Roosevelt Campaign!

We appreciate your thoughtful generosity and willingness to step forward in our fundraising efforts. Your generous gift is sure to encourage other gifts.

We know the improvements at Camp Roosevelt will make a big difference in the lives of Scouts in Maine. Please know how grateful we are for your willingness to make a commitment to this important project. Your gift will help ensure that the Katahdin Area Council is well positioned to provide the foundation for Strong Values and Strong Leaders.

Pete Vigue, Campaign Chairman
Katahdin Area Council, Boy Scouts of America

Spurwink Humanitarian of the Year Event

Dear Mr. Sargent:

On behalf of everyone at Spurwink, thank you for Sargent Corporation's generous contribution in support of

20th Annual Humanitarian of the Year Award event honoring Bill Ryan. We hope to see you at our gala event on November 4th for what promises to be a wonderful evening with some very special guest speakers, including Bill's friends Joe Wishcamper, Joe Boulos, Owen Wells, Rico Petricelli and Ray Bourque.

As you may know, the Humanitarian of the Year Award Event also serves as a major source of support for Spurwink and the work we do to help more than 4,500 Maine people each year who face mental and behavioral health and developmental challenges.

Peter M. McPherson
President, Spurwink



Scholarship recipient says 'Thanks'

Mr. Sargent,

I would like to take this opportunity to thank Sargent Corporation for renewing my scholarship for the 2006-07 academic year. I am very honored to have been selected for the second consecutive year.

My first year at UMO went very well and I am looking forward to starting my sophomore year. My major is journalism with minors in public relations and political science. I was

inducted into two honor societies last spring: Alpha Lambda Delta and the National Society of Collegiate Scholars. I have been writing for the Maine Campus Newspaper and am looking forward to going back to write for them. I recently started an internship with the Bangor Daily News and the newsroom is a very hectic place, but it's a blast. I enjoy attending the Maine Hockey games and many of the other events available here at the UMO. I look forward to the next three years here at the University of Maine.

Thank you again for the generous scholarship and I am honored that I was chosen for this award.

Nicholas M. McCrea, stepson of
Michael Grant (Sargent employee)
Sophomore, Journalism Major
University of Maine at Orono

Citizens for Quality Education

Dear Herb,

On behalf of the Citizens for Quality Education, I'd like to extend my sincere gratitude for your 2006 pledge payment to the CQE Capital Campaign. Your payment along with others helps us pay down the construction loan for the field as well as the addition of stadium seating and the concession stand/press box.

Thanks again for supporting this important initiative to benefit the students and citizens of SAD 22.

Jon Eames, Fund-Raising Chairman
CQE Capital Campaign

American Lung Association

Thank you very much for your recent contribution to the American Lung Association of Maine (ALA-ME). Your support is greatly appreciated.

Twenty years after the first U.S. Surgeon General's report on the dangers of secondhand

smoke, the latest report issued by the Surgeon General finds there is no safe level of

exposure to secondhand smoke. The new report, entitled The Health Consequences of Involuntary Exposure to Tobacco Smoke, confirms that secondhand smoke is a cause of lung cancer and heart disease and has immediate adverse effects on the cardiovascular system. Maine people can breathe easier knowing their laws protect them from exposure to secondhand smoke. The report from our nation's top public health official underscores the need for comprehensive laws to protect



everyone from the dangers of secondhand smoke. Maine can be proud of its efforts and lawmakers, who over the past twenty years have enacted some of the most protective smoke-free laws in the country. Maine has always taken the threat from secondhand smoke seriously and the Lung Association has led the way to healthier air.

Edward F. Miller
American Lung Association of Maine

Wes Jordan Athletic Training Center

Thank you for your continued interest and support of the Wes Jordan Athletic Training Education Center. As I write this letter, the space is being reconstructed and beautifully trans-

formed, with a projected completion

date of late August. We are excited that students will utilize this facility in the fall! The formal celebration and dedication of the Wes Jordan Center is planned for Friday, September 15. We want to celebrate and remember Wes for the incredible contributions, as athletic trainer, that he unselfishly and proudly gave to the University for over 30 years. Wes' family and many friends/alumni are planning to attend this meaningful event.

O. J. Logue, Associate Dean of
Academic Services, College of
Education and Human Development
University of Maine



Herbert E. Sargent Scholarship

Dear Herb:

On behalf of the University of Maine Foundation, I am pleased to acknowledge receipt of the gift from Sargent Corporation to the Herbert E. Sargent Scholarship.

Thank you for your contributions to

build this fund so that even more students can benefit from your generosity. This scholarship is an excellent legacy for Mr. Sargent for his many contributions to both the University of Maine and the general community and we are pleased to have the fund at the Foundation. Best wishes to you and your family for a happy holiday!

Amos E. Orcutt
University of Maine Foundation



The Herb E. Sargent Way

Kents Hill School

Dear Herb:

I am writing to thank you for your very generous gift to the Marlee Johnston Memorial Scholarship Endowment Fund. It is very kind of you to honor Marlee's life in this way.

As you know, the fund was established by Ted and Marlene in loving memory of their daughter, whose effervescent personality, concern for the welfare of others, love of learning, and enthusiasm for the outdoors were her trademarks.



Marlee was very much looking forward to attending Kents Hill for the next four years, as her brother Aleo '06 has done, and all of us at the school were eager to work with this wonderful girl.

Marlee's fund is a permanent, endowed fund. As a result of the generosity of many altruistic people like you, the fund will grow, and each year it will provide financial assistance to a talented student who otherwise would not be able to attend the school. Ted and Marlene have requested that the scholarship go to students demonstrating academic promise and the ability to contribute in a positive and enthusiastic manner to the life of the School. As Marlee was especially enthused about music and skiing, students demonstrating potential in alpine ski racing, singing, or playing a musical instrument will be given special consideration. The scholarship will be open to girls and boys.

Jennifer L. Fortin
Kents Hill School

Mitchell Institute

Dear Mr. Sargent:

I am writing to express our sincere appreciation for the contribution you made to the Mitchell Institute.

We live in a time of great challenges, and it has never been more important to secure the prosperity of our young people, our communities, and our state. By positively impacting our youth's educational opportunity through the Mitchell Scholarship Program, we are making a difference in their lives. At any given time



there are over 500 Mitchell Scholars concurrently attending colleges and universities, strengthening their chances for a future of hope and achievement. For some - many of whom are first generation college students - this would be impossible without the help of a Mitchell Scholarship.

During their time in school, Mitchell Scholars are provided support services and meaningful opportunities to grow personally and professionally through volunteerism, mentoring, summer fellowships and leadership activities. The values learned through civic involvement are unique and vitally important. We believe that it is because of this ongoing support that Mitchell Scholars persist in college at remarkable rates of over 95.

You can be confident that we will continue to work hard to ensure that more young people have a fair chance to access the educations they need. Please accept our heartfelt appreciation for your recent gift to the Mitchell Institute and for your continued commitment to our mission and to the youth of our state. Together ... we will make a world of difference.

Bonnie Titcomb Lewis
Mitchell Institute

Hillsboro, NH, water main

Dear Mr. Sargent:

The purpose of this letter is to commend your firm and especially your on-site manager, Sean Milligan for a superior performance in managing the installation of the Hillsboro, NH, water main. As a property owner over which the water main has a right of way, we were pleasantly surprised how Sean:

- Kept us informed on the progress of the project.
- Went out of way to ensure the replacement trees were properly planted and the property restored to its previous condition.
- Restored Bible Hill Road and Jones Road to a "better than previous" condition.
- Ensured that we were rightfully compensated for cut trees/logs.
- Assisted us with water during planned outages and promptly helped us with an access road.

The professionalism displayed by Sean and your firm is to be commended. The community of Hillsboro has certainly benefited. My wife and I just wanted to send a note of appreciation of a job well done.

Mike and Gloria Reopel
Hillsboro, NH 03244

Old Town-Orono YMCA

Dear Everyone at Sargent Corporation

Thank you so much for your generous assistance in preparing the site for our new playground. The children are very excited and the playground will get a lot of use during the school year and for many years to come.

Thank you to John Sturgeon for your time and expertise. We are very grateful.
Jill Nitardy, Executive Director
Old Town-Orono YMCA

Scholarship recipient says 'Thanks'

To: Sargent Corporation:

I am honored to be the recipient of the Herbert E. Sargent scholarship. Due to your tremendous effort and support, I was able to pay for my classes for one semester without having to take loans out. I greatly appreciate you for considering and accepting me to receive this scholarship. Also, to the highest degree, I value the dedication of the Associated Constructors of Maine in making this scholarship program possible.

I know that the Sargent family has suffered a great loss this past year, and I will speak of this scholarship with tremendous pride. As a junior at the University of Maine in the construction management program with a minor in business administration, I will now be able to achieve many more goals without the worry of financial issues. As a young man, my father was not able to achieve as many goals as he would have liked. Without generous companies and programs such as yours, my father was not able to attend college. He worked many hours, attaining two jobs to support my family. I realize the true value of college and plan to become a well known student as well as an employee. The University of Maine has an exceptional school of engineering and I am honored to attend keeping a thus far accumulative GPA of 3.54.

Working several hours throughout the summer and on vacations has given me a true understanding of what it takes to be dedicated. I plan to carry these values with me and make my family, educators, past employers, and future employers proud of me.

Once again, I am truly honored and I offer my sincerest gratitude for the Herbert E. Sargent Scholarship.

Brayden Sheive, Orono



EASTPORT SUNRISE—Bob Jardine, superintendent on the Eastport water main project, took this photo of the sunrise at Eastport, the easternmost point in the U.S. Bob says he was the only person around when he took the photo, so he was the first person in the U.S. to see the sun that day.



Excellence for Generations.

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

HERB SARGENT, President
DAVE WOLLSTADT, Editor

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