

# ON TRACK

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Site work nearing completion for Acadia Crossing,  
Brewer Lowe's, Scarborough Wal-Mart,  
Bangor Home Depot —See pp. 6-7, p. 8, pp. 8-9, p. 16

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*COVER PHOTO: Sargent Corporation crews have been hard at work to ensure that the new Lowe's home improvement center in Brewer will be ready for its planned opening in the spring of 2008. Story on page. 8*

## A message from Herb R. Sargent

### ***Cautious optimism for 2008; Wellness and Safety; Congratulations***

The headline of my message from the spring issue stated that “Summer brings increased backlog”, and that increase has continued through the fall and into 2008. Whereas at this time last year our backlog was beginning to run dry, we now have several major projects either just getting under way or to be under way soon. In addition to these, we have several prospects in the works as well, and depending upon a number of factors (such as financing and permitting) I’m optimistic that the backlog will continue to increase as we enter the winter.

In the last issue of ON TRACK, I outlined what I believe to be the causes for the slow start to 2007: MDOT funds non-existent; housing bubble burst; regulatory hurdles; lack of industrial development; very little landfill construction.

At the risk of sounding too optimistic (and I’m very guarded here), I will point out that, over the last several months, there has been a softening of some of these causes: a MDOT bond issue was passed in June; interest rates were recently dropped a half percent; many projects are at the threshold of regulatory approval; the industrial segments see signs of life; and much of the landfill capacity that existed through the 2007 season will likely be used up to the point where some new cell construction and closure will be required.

What does all this mean? I’ll be very honest—trying to predict the narrow segment of the market we work in is as risky as predicting the weather. But, as I said before, I believe there is room for optimism as we head into 2008—we will take nothing for granted and we will work diligently to build a backlog of work that is worthy of your efforts.

\* \* \*

By now you’ve all heard of our ZERO ACCIDENTS—SAFETY FOR A LIFETIME campaign and “received the t-shirt.” On one hand, I was concerned that giving a t-shirt with such an important campaign would tend to trivialize it. On the other hand, at every employee meeting we’ve had, I’ve made it clear that my goal is zero accidents.

In this regard, it’s not so much a campaign that I’m looking to weave into the organization, but a *way of life*.

The intention of the “campaign” is to raise the awareness of our desire to send folks home each night in the same condition they were in when they came to work. We’ve spent considerable resources on training and instituting planning procedures to ensure that we have the safest workplace available. However, every individual must be vigilant against workplace injury, and I hope that our

reminder does, in fact, raise everyone’s awareness of the need to do so.

Here’s to ZERO ACCIDENTS.....

\* \* \*

I was the first person to see Wellness Coordinator, Derek Hurst, last spring to be evaluated for health risks. While my evaluation wasn’t exactly glowing (though it wasn’t bad, either), it also was not a big surprise to me. I have had high cholesterol for years, and was just beginning to get it “under control.” I was pleased that I had actually gotten it down to “the high end of the acceptable range.” Another measure was my *body mass index*, and it appeared that I’m a little under-tall to be considered “no risk” in that category.

Apparently I wasn’t the only one; what ensued from these evaluations was a program wherein at least two of our employees lost over *fifty pounds*! And, according to Derek, it wasn’t the result of the latest fad or crash diet, it was the result of a simple set of changes in lifestyle—including a daily walk—that delivered these results. You’ll read later in this issue about the *Biggest Loser* competition.

Please, *please* take advantage of the opportunity to sit down with Derek for just a few minutes. It is completely voluntary and, as I said in the last message, the first and foremost benefit is for employees to have a full and healthy life.

We’ve provided the tools; please take advantage of them.

\* \* \*

Back in 2000, I had the opportunity to travel with my grandfather, Herb E., to the Caterpillar factory in Peoria, Illinois. During that visit, Herb (then 93 years old) was treated like a king—and rightly so. When offered a golf cart to tour the facility, which the tour guide described as “over a hundred acres,” Herb responded in his typical fashion, “these young fellas may want one, but I’d just ’soon walk.”

At the completion of the tour, Herb was given a gift of a gold Cat D11 model with an inscription of thanks for his decades of loyalty to Caterpillar. I was reminded of all this last week when my aunt left Herb’s D11 replica on my desk with a note that said “we all thought Dad would want you to have this.”

As most of you know, Herb lived—*truly lived each day to the fullest*—to become a hundred years old. He remained active right to the end of his life, and he and his family benefited greatly from it. He was a model of “wellness” before it even became a word and, as with many things, Herb set standards that most people can only wish for.

## to Walt Parady

If there ever could be an inspiration for living a life that was as thoughtful about his family as himself, it would be Herb. He'd be proud of the people who have chosen to manage their health risks so that they—and their families—could enjoy a healthier and happier life.

\* \* \*

Every two or three years, the Maine Better Transportation Association honors two or three people with the Transportation Achievement Award, an award recognizing an individual who has had a long-lasting impact on better transportation in Maine. Past recipients of this award include our own Herb E. Sargent, Mike Greaves, Dick Martin and Ralph Leonard.

This year the association has honored yet another well-deserving member of our company—Walt Parady. Walt was a stalwart for the company spanning seven decades, and was one of Herb's most trusted and respected superintendents. Walt received his award on November 2 at the Augusta Civic Center, along with two other very important transportation industry friends—Don Raye and Senator Christine Savage.

I'm sure I speak for the whole company, Walt, when I say that this award couldn't have been presented to a more deserving individual. I thank you for your dedication to our company and your impact for better transportation in Maine. Walt and his wife, Corinne, split their time between homes in Carrabassett Valley and Lake St. George in Liberty.



*Herb R. Sargent presents an antique map of Maine to Walt Parady during ceremonies at the 11th annual Maine Transportation Achievement Awards banquet, November 2 at the Augusta Civic Center, sponsored by the Maine Better Transportation Association.*

## Walt Parady honored by MBTA

Walt Parady was honored at the 11th annual Maine Transportation Achievement Awards banquet, sponsored by the Maine Better Transportation Association, November 2 at the Augusta Civic Center.

He was presented with a framed antique map of Maine by Herb R. Sargent, President of Sargent Corporation.

Also honored were Donald W. Ray and Sen. Christine R. Savage.

The following biographical sketch of Walt was printed in the MTAA banquet program:

\* \* \*

Walter E. Parady began his career in 1937 under humble circumstances. After graduating from Old Town High School, and working a few years as owner and operator of a small store, Walt was ready for a change. He went to H. E. Sargent, the local construction company based right in Stillwater, and applied for a job. "Once I got into the construction industry, I knew that was the work for me," Parady recently recalled.

His first job at Sargent was at the Norridgewock Airport. It was wartime, and the project—improving the airport so that

the military would have a place to land in an emergency—was considered a matter of national security. He found he enjoyed the work and the people he met on the job. When their work at the airport was complete, he decided to stay on with Sargent and remained with the firm, working through the years with three generations of Sargents, from founder H.E. Sargent, his son and successor Jim Sargent, to Sargent Corporation's current president, Herb Sargent.

Although he had no construction experience or related education, Walt proved well suited to the business. He took on additional duties with Sargent, working first as a cost accountant and a timekeeper, and then foreman. By 1947, he was promoted to project superintendent and was soon put in charge of significant highway projects.

Sargent was the only Maine dirt contractor to take any of the heavy grading contracts on the Turnpike Extension in 1953, and Herb selected Walt to build both of the projects he picked up in Gray and Hallowell. Walt then went on to build

*(Please turn to next page)*

## Walt Parady honored

*(Continued from preceding page)*

many large 1-95 grading contracts from Brunswick to Houlton, starting with the first Interstate job in Augusta in 1957.

In late 1963, when Herb needed a “pusher” to go up in the winter and do the immense site work for the new International Paper mill in Jay, he called on Walt. In six months through the winter and spring, Walt cleared and grubbed more than 100 acres and moved more than a million yards of tough dirt and rock.

In 1973, Herb again called on Walt to do the site work for the new Scott Paper mill in Skowhegan. Another big tough job under bad conditions, and Walter did it well.

Throughout his 60-plus-year career with H.E. Sargent and later Sargent Corporation, Walt has been known among co-workers and clients as a natural leader and skillful problem solver who has brought a wealth of on-the-job experience to every challenge encountered on the job. By example, he has instilled a superior work ethic that has helped many of his subordinates pursue careers at H. E. Sargent.

Walt and his wife Corinne have been married 52 years and have made a hobby of building houses; together, they have built a total of six homes: one in West Gardiner, two on St. George Lake in Liberty, two in Carrabassett Valley, and one on Great Wass Island.

Working in construction, with its slow winter seasons, led Walt and Corinne to discover skiing. They have skied regularly at Sugarloaf for several decades, and have taken skiing trips to Germany, Italy, Austria, and the western United States. They also enjoy fishing tile waters of Maine and Florida and spending time with their two children, three grandchildren and four great grandchildren.

Walt has been active with the Carrabassett Valley Outdoor Association and is a longtime individual member and supporter of Maine Good Roads Association and the Maine Better Transportation Association. He achieved Eagle Scout when he was 15 and has been a Boy Scout leader and supporter for much of his life.



*Steve Renaud operates the Komatsu 600 to make a cut from a future mitigated wetland area and an adjacent pond. A total of 115,000 yards of material is to be removed from this area and placed in the Wal-Mart parking lot and the adjacent Lowe's site. Blasting crews from Maine Drilling and Blasting follow where ledge is found.*

## Sargent begins work at 45-acre site for new Wal-Mart, Lowe's near Manchester

Sargent crews have begun site preparation work for a new Wal-Mart and a new Lowe's on Route 3A in Hooksett, NH, between Manchester and Concord.

Tracey Hines is the project superintendent for Sargent, and Louie Hebert is the project manager. The estimators were Mike Vining and Steve Perry.

The projects are separate, but the sites abut, and they share a common entrance and access to the highway.

The two projects have a combined value of \$15 million and involve moving approximately 360,000 yards of earth, including 130,000 yards of rock.

A majority of the excavated material will be used on-site. The rock will be processed on-site to make the stone and gravels needed to build the site.

Work started October 15 on the Wal-Mart site and on November 8 on the Lowe's site. The two sites total about 45 acres.

The projects are scheduled to be completed by late summer 2008.

Colby Currier, operations manager for Sargent Corporation, says the Lowe's building pad has to be ready by April 1;

the building pad for Wal-Mart is scheduled to be turned over to the builder June 1.

Colby says work on the projects is expected to continue into February, weather permitting.

“We'll pretty much need to work until February to get the building pads ready when they want them,” he said. “It depends on Mother Nature.”

Sargent Corporation is the general contractor on the Wal-Mart side, but the contract does not include the building. On the Lowe's side, Sargent is a subcontractor to the Pike Company of Rochester, NY.

The projects include five substantial retaining walls totaling more than six-tenths of a mile in length.

Three of the walls are on the Wal-Mart side, including two segmented block walls and one soldier-pile wall. All are about 500 feet long.

The Lowe's side will have a 1,270-foot segmented block wall and a 650-foot soldier-pile wall.

A soldier-pile wall uses epoxy-coated steel H-beams that are set into drilled holes, which are then filled with concrete.



*During the first week of construction, Robert Mann's crew cuts a detention pond (back) on the Wal-Mart site, while common excavation from the mitigation cut is being placed to sub-grade in the parking lot (center). The scrapers are being utilized to make the pond cut. By November 2, after two weeks of work, both the parking lot area and the pond were close to sub-grade. Operators include Robert Danforth and Larry Conant, scrapers; John Dwinells, D6 dozer; Bob Page Sr., rear dump; and Bernie Chase, roller.*



*Steve Renaud makes the cut from the future mitigated wetland area and adjacent pond (background). At center, a silt fence and construction fence has been installed around the existing wetland stream. This area must be protected until the mitigated area is completed. At bottom, a temporary crossing has been constructed as a haul road to remove the excavation.*

As the excavation proceeds, timber cribs are placed between the piles to hold the dirt back. When the excavation is completed, concrete veneer facing is put in place to reinforce the timbers.

Sargent Corporation crews are currently constructing additional wetlands behind the Wal-Mart store. There is an existing wetlands that outlets through the proposed Wal-Mart building pad. The new wetlands will be connected to the existing wetlands,

and the new outlet will be constructed so that it winds around the new Wal-Mart store.

The projects also include four underground infiltration and detention areas under the parking lot, and each store will also have its own leachfield.

Route 3A will require extensive off-site work. The road will be widened to add new turning lanes, and new drainage and signals will be added. Modifications will also be required to I-93 exit 10 to accom-

modate the increased traffic.

Erosion control is very important to both sites. Wal-Mart and Lowe's have stringent SWPPP programs that require extensive erosion control measures and monitoring. Any deficiencies must be corrected immediately, and daily reports must be submitted to Wal-Mart and Lowe's. Both companies impose fines on contractors if the reports are not filed daily and if deficiencies are not corrected.

## Sargent Corporation performing site work for 63-acre Acadia

Sargent Corporation is performing the site work for a \$50 million expansion of Acadia Crossing, a 63-acre open air shopping center between Route 1 and Route 3 in Ellsworth.

Acadia Crossing has been home to the Ellsworth Home Depot since 2001. The expansion will bring 26 additional stores, including a Wal-Mart Supercenter that is scheduled to open in early 2009.

Work on the \$6.8 million project began in late July and will be completed in the spring of 2008.

The project will include 202,000 yards of excavation to fill and drilling and blasting of 60,000 yards of rock, which will be crushed on site to manufacture aggregate needed for the project.

The project team is using GPS instrumentation for survey and layout control.

The bulk of the earth moving is being done by Steve Renaud, operating a PC600 Komatsu excavator; Kempton Bradbury, operating a 345CO Caterpillar excavator; Floyd Wilson, operating a Caterpillar D8R bulldozer; and Pete Wasson and Kurt Parker, operating two Caterpillar D6R bulldozers.



*Blasted rock is hauled to Sargent's crushing operation.*

Josh Richards, Tina Berube, Gerald Parker, Bob Page Sr., and Bob Page Jr. are driving the five off-highway trucks that are hauling material at the site.

Sargent crews will be installing 18,000 feet of pipe, 9,500 feet of storm drain,

4,800 feet of water lines, and 3,600 feet of sewer pipes.

The project also includes paving of roadways and parking areas, installation of a Vortechs stormwater treatment unit, loaming and seeding, and erection of



*Placing blasting mats.*



*Excavating the parking area.*

## Crossing shopping center in Ellsworth



*Sargent Corporation crews prepares for utility work for the Acadia Crossing shopping center in Ellsworth.*

modular block walls.

The Vortechs unit, which will be contained in a large concrete vault, will help remove sediment, free oil, and debris from stormwater before it goes to the sediment pond, thus reducing the size of the pond required for the project.

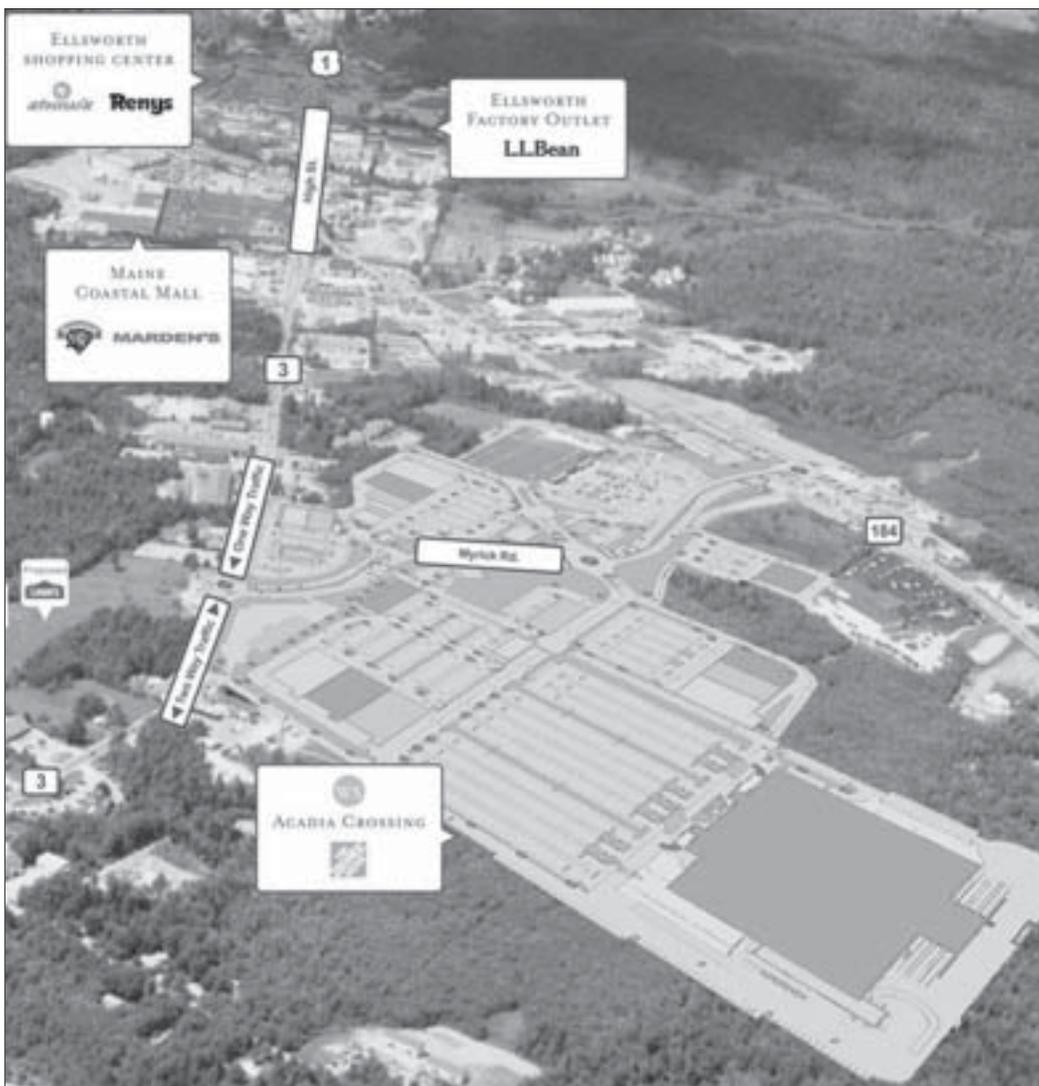
The project owner is W/S Development of Boston.

Key people on the project for Sargent are Jim Conley, operations manager; John Sturgeon, project manager; Chris Lynch, superintendent; Travis Fernald, field engineer; and Eric Smith, Mark Buchanan, and Matt Thibault, foremen; and Bob Giles, stormwater pollution prevention program (SWPPP) coordinator.

CES Inc. of Brewer is the engineer for the project. Key subcontractors are Gary Pomeroy for land clearing, Maine Drilling and Blasting, and Lane Construction for paving.

Jim points out that the SWPPP program for the project has been set up to adhere to Wal-Mart standards, even though Sargent is working for W/S Development.

“SWPPP is a very high priority for Wal-Mart,” Jim says. “We’re doing everything we would normally do for Wal-Mart, except that our reporting deadlines aren’t quite as stringent.”



*Aerial view of Ellsworth showing location of Acadia Crossing.*

## Sargent crews push to complete site work for Brewer Lowe's

Project Superintendent Scott Blanchard continues to lead Sargent Corporation crews toward completion of the \$6.5 million site work project for the new Brewer Lowe's.

The entire crew has put forth an amazing effort to help ensure that J. J. Vaccaro, the general contractor, will be able to offer the completed store to Lowe's Home Improvement ahead of schedule in the spring of 2008.

All of the 120,000 CY of onsite till material has been placed and graded. In addition, the crew has finished importing the 90,000 CY of additional granular material needed to bring the site to grade.

Due to the aggressive schedule for the project, the 27,000 SF retaining wall was installed as a joint effort between Sargent and Vermont Lumber & Stone Works. This required a large amount of coordination between the two companies so that common resources could be shared to expedite the wall installation with minimal waste.

Utility crews have been busy working on water and sewer piping as well as the three major subsurface detention systems located under the parking areas on the site. This project is one of the many recent projects that incorporates subsurface detention systems for underground storm water storage in lieu of the traditional above ground detention ponds found on older sites.

In recent weeks the crews has been working toward paving the parking areas and installing approximately 67,000 SF of concrete slabs in the rear of the building. The offsite work on Wilson Street—widening the roadway and installation of traffic signal upgrades—was completed in time to meet the MDOT mid-October paving deadline.

Mike Vining estimated the project and Craig Shorey is the project manager.

## Site work on schedule for new

Sargent Corporation began work in late July on a \$9.5 million site preparation project for Wal-Mart in Scarborough, ME., and is on schedule to complete most of the work by early December.

The project included removal of approximately 103,000 yards of surcharge that had been placed on the site under a previous contract to compress and strengthen the underlying soils.

The project also included creating the building pad for the new store, doing all of the excavation for the parking lots, and installing six StormTech systems underneath the parking lots to handle stormwater runoff.

Operations manager Colby Currier said initial site work was needed because the soft clay soils on the site were too wet to support a large building.

The previous contractor installed several thousand wick drains on the site and then brought in 15 to 16 feet of fill (the surcharge) to compress the underlying soils, force the excess water out through the wick drains, and strengthen the soils to the point where they can now support the weight of a large building.

One of the biggest challenges of the job has been complying with Wal-Mart's very strict storm water pollution prevention program (SWPPP) requirements, including zero turbidity for any water leaving the site (because of the proximity of adjacent wetlands).

"The soil on the site is all clay, so as soon as a drop of water falls on the site, it turns brown," Colby said. "It takes forever for that drop of water to become clear (i.e., for the clay to settle out), so if any water hits the site, we have to be prepared to haul it away. Fortunately, the weather has been very cooperative, and we haven't had



*Sargent crews begin installation of one of six StormTech*

to pump stormwater off site. But we had to get the pumps lined up, along with tank trucks and a place to dump the water. We also had to have permits on file so we could show Wal-Mart that we would be taking the water to a legal disposal spot."

Colby said a total of 135,000 yards of excavation had to be loaded into trucks and hauled off-site at the rate of about 400 truckloads per day.

"The clay material was very easily tracked onto the road, and Wal-Mart has zero tolerance for trackouts," he said. "The crew worked hard to prevent trackouts and did an excellent job keeping the situation under control."

Colby said several strategies were used to keep the truck tires clean and prevent trackouts.

First, wherever possible, the drivers

# Wal-Mart in Scarborough



*systems underneath the parking lot at the Wal-Mart in Scarborough. Aaron Smart is operating the excavator.*

tried to keep the trucks on pavement or gravel and generally to avoid driving on clay.

Second, a section of the roadway near the main entrance/exit for the site was constructed of crushed stone between one and four inches in diameter. The drivers tried to drive their trucks across the crushed stone at about 10 mph to clean the clay from the tire treads.

Finally, laborer Nate Ward did an excellent job working the street with a sweeper—cleaning up any clay around the project entrance before it tracks out onto the street.

The StormTech system is comprised of six separate underground storage basins, which act like detention ponds.

Stormwater is collected from the roof and the pavement and is directed into the

basins. The water collects in the basins, and when it reaches a certain height, it is discharged in a controlled manner. Oil that has been picked up from the pavement remains on the surface and is removed periodically from the catch basins. Solid debris collects in sumps.

“Basically, it’s like having a detention pond, but it saves space because it’s underneath the parking area,” Colby says. “The owner doesn’t have to find three to four additional acres for a detention pond.”

Sargent crews are also installing 3,500 feet of water line, 1,300 feet of sewer line, about a mile of storm drain 15 to 30 inches in diameter, and a couple of small block retaining walls.

A total of 75,000 yards of granular material—gravel and structural fill—had

to be brought on site for the project.

The project superintendent is Mike Light, and the estimator was Steve Perry.

Other key people are Chris Lee, utility foreman; Seth Watts, StormTech foreman; Nate Hill, excavation and gravel foreman; and Steve St. Peter, who oversees SWPPP compliance.

Colby says Wal-Mart is very strict about SWPPP. The company has third-party inspectors come on-site to inspect our SWPPP program and monitor our compliance.

“We have to have a master map of the site, noting the location of portable toilets, dumpsters, fuel storage places, and silt fences, etc.,” Colby says. “If we move anything, we have to update the map and show where and when things were moved.”

# Sargent completes project at Calais Wastewater Treatment Plant

Sargent Corporation has installed a new wet well pump station, sluice gate, and numerous outfall piping modifications at the Calais Wastewater Treatment Plant that will allow the plant to send stormwater directly to the Atlantic Ocean during heavy rain conditions.

Operations manager Jim Conley said the \$800,000 project is designed to prevent raw or partly-treated sewage from being carried to the ocean when the flow from storm drains exceeds the capacity of the treatment plant.

The project included a 28-foot-tall, 17-foot-square concrete wet well that was constructed in sections and installed 23 feet deep in the ground.

The seven precast sections were delivered to Calais from the American Concrete facility in Veazie over a three-day period. Each shipment required a police escort because of the 17-foot-wide load.

When each section arrived, it was set in place using a 100-ton crane.

Before the wet well section could be assembled, Sargent crews had to construct a 26'x26' coffer dam. The crews had to contend with tidal infiltrations, since the bottom elevation of the wet well was 8 feet below sea level just 100 feet away from the water's edge.

The crews used Sargent's new excavator-mounted, sonic-powered sheet driver to drive the piles for the cofferdam.

Over 100 cubic yards of ledge had to be blasted in the cofferdam to reach the elevation required to set the base slab for

the wet well.

The project also included installation of a sluice gate and pump station, which will give the treatment plant operator the ability to divert the incoming stormwater flow so that it bypasses the treatment plant and goes to the pump station, where it is pumped directly to the ocean.

Originally, during a heavy rain, the volume of stormwater going to the treatment plant was more than the plant could handle, resulting in untreated or partially-treated sewage overflowing the plant and going into the ocean.

Now, when a heavy rainfall occurs, the stormwater will bypass the treatment plant, minimizing the environmental impact of the rain event.

When the sluice gate was being installed, two 6" bypass pumps were needed to handle the incoming flow and reroute sewage directly into the plant.

"Everything coming into the treatment plant had to be bypassed while we were installing the sluice gate," Jim said.

Bob Jardine was the project superintendent and Doug Morrison was the project manager. The foremen were Josh Boobar and Scott Thibodeau.

The engineer was Olver Associates of Winterport.

Work on the project began in May and was completed in mid-October. The job had to be suspended temporarily on a couple of occasions because of the extremely long lead time for pumps and valves for the new pump station.

## Phase 8C Berm project completed at Pine Tree Landfill in Hampden

Sargent Corporation recently completed the Phase 8C Berm project at Pine Tree Landfill in Hampden, ME.

The 10-week project was a continuation of the berm Sargent crews built last winter. The project included importing 13,000 cubic yards of borrow material and 6,000 cubic yards of clay, along with installation of 1,600 lf of gas collection piping, 500 lf of leachate collection piping, and 1,300 lf

of dual containment forcemain piping.

Relocation of the landfill's perimeter road was also required as part of the project.

Doug Barnes was the project superintendent, Nick Thompson was the foreman on the project. Mike Vining was the estimator and Ian McCarthy was the project manager.

## MSE berm will

Waste Management's TLR-3 landfill at Rochester, NH, will be able to increase air space for future refuse, thanks to a 1,600-foot-long MSE (mechanically-stabilized earthen) berm that is being constructed by Sargent Corporation.

Work on the berm began at the end of July and will be completed in early November. Sargent crews will return to the site for about nine weeks next spring to complete work on the liner system for the landfill space that is being created by the new berm.

The berm will be 38 feet high at its highest point. It has a 1:3 slope—three feet of vertical elevation for each horizontal foot—which will allow the landfill to gain substantial air space (trash volume) with a relatively small increase in the landfill footprint.

The berm is being built in 18-inch lifts, using a series of welded-wire baskets, 10 feet long, 18 inches high, and 18 inches deep at the base. The baskets are anchored by a layer of uniaxial (UX) geogrid that extends up to 26 feet back into the berm and reinforced by a layer of biaxial (BX) grid material and Curlex erosion control netting that extends 4 feet into the berm, both underneath and on top of the fill material.

The \$2.5 million project will require 37,000 square yards of UX geogrid and 75,000 yards of fill. The face of the baskets will occupy 38,000 square feet.

The face of the wall will be made up of loam, which is held in place by the 1" BX grid and the erosion control netting. The loam is seeded with grass and then also hydroseeded. The goal is to achieve a thick grass mat, which not only improves the appearance of the wall but also protects the polyethylene BX grid from sunlight.

When the berm is completed, an access road with guardrail and fence will be constructed on top of the wall.

Operations manager Colby Currier said they are using a fall-protection system for the project that was developed by Dee Hobart and Buddy Stanhope for a similar MSE berm project at the Waste Management landfill in Norridgewock. In fact,

## increase air space for refuse at WM TLR-3 landfill

Colby says he's using some of the same materials that Dee used in Norridgewock.

"It's very important to both Sargent Corporation and Waste Management that we follow OSHA standards for fall protection," Colby said.

The fall protection system, which extends the length of the wall, uses a series of metal posts that are anchored to the wire baskets. The posts hold a fall protection fabric in place that will catch a worker if he or she falls.

As the berm construction proceeds, a crew removes the safety netting, moves the poles to a higher set of baskets, and then reinstalls the netting.

Colby said the project also includes installation of about 6,000 feet of new HDPE methane gas piping ranging from 6 to 18 inches in diameter, which will be tied into Waste Management's existing methane gas collection system at about 20 different points.

This part of the project will require extensive safety precautions, to protect against methane, which is flammable, and hydrogen sulfide ( $H_2S$ ), which is extremely toxic. Air monitoring equipment will be positioned around the site to detect  $H_2S$ , and workers will be trained in the use of self-contained breathing apparatus (SCBA).

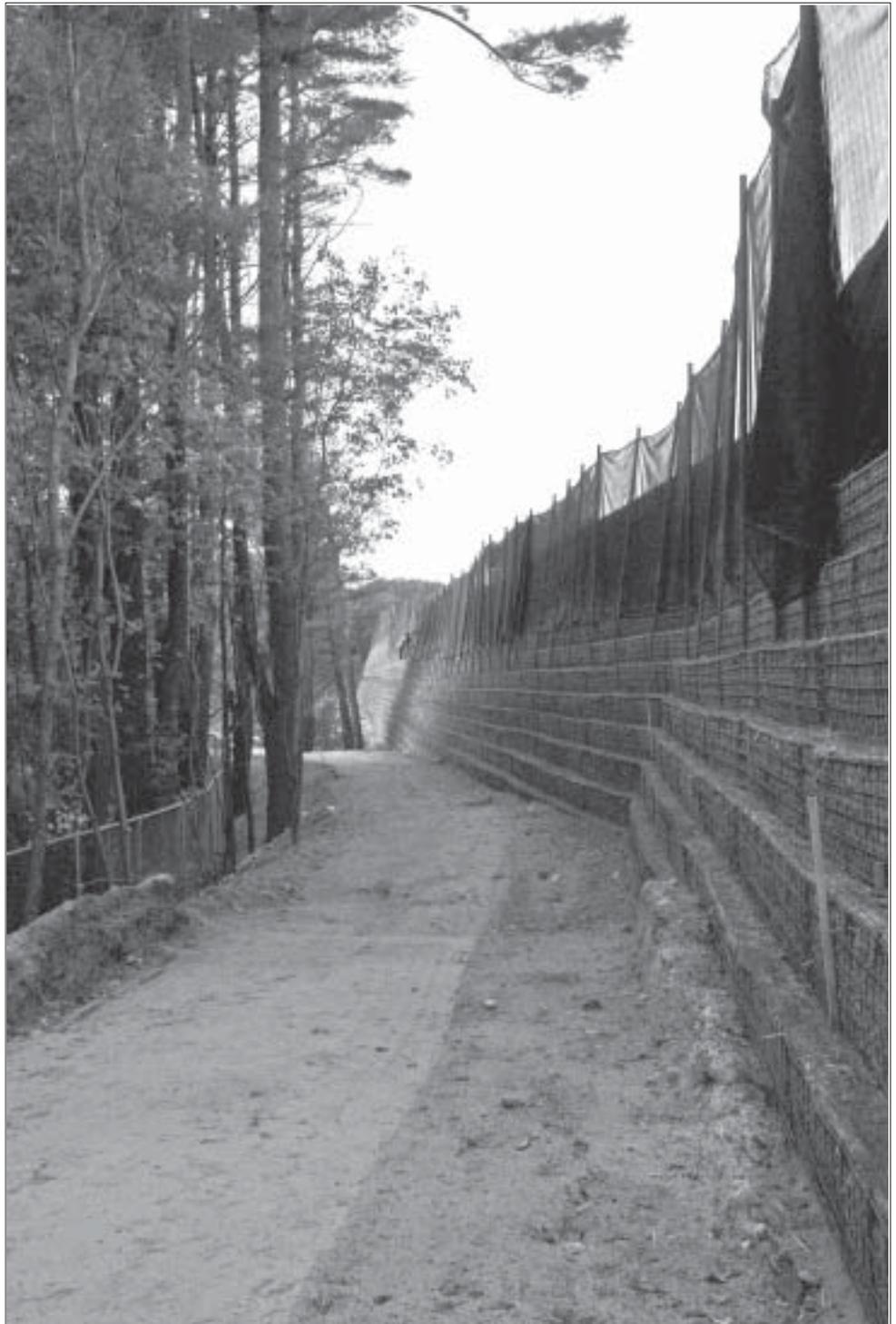
Colby said Waste Management has an extremely large gas collection system, along with two plants that burn the methane to generate power.

"We do a lot of these tie-ins," Colby says. "We maintain very close coordination between Sargent crews and the Waste Management gas people; we don't want to disrupt their gas service."

Dee Hobart is the superintendent on the project, and Jeffrey Hallett is project manager. Steve Perry was the estimator.

Other key people include Chris Horton, wall construction foreman; Robbie Jardine, who will be the foreman for most of the gas piping work; and Bobby Mann, foreman for the drainage work. Bobby is also helping out on the wall and the gas piping. Bob Lavigne, layout foreman, keeps the wall in proper alignment and keeps up the as-builts.

Colby also listed Dave Hasty and



*A portion of the MSE berm under construction, showing the fall protection in place.*

Danny Wentworth, two laborers who have worked for many years at the Rochester landfill, as key contributors to the success of the project.

"They're a big help," he said. "They

were both involved in the construction of an earlier MSE berm project at Rochester, and they've also been involved in a lot of gas work down there. They're a big asset to the job."



Foreman Ricky Powell fine grades for the liner during the closure project at the Old Dominion landfill. He's operating a Cat D6 LGP.

## Sargent completes closure project at Old Dominion

Sargent Corporation has completed a \$900,000 project to close a portion of the Old Dominion Sanitary Landfill in Richmond, VA.

Work on the project began in mid-June and was completed at the end of September, about two weeks ahead of schedule.

The project was a 7-acre closure with approximately 16,000 cubic yards of trash excavation, 12,000 cubic yards of borrow, 18,000 cubic yards of protective cover, 6,000 cubic yards of topsoil, 3,700 lineal feet of diversion berms, 2 drop inlets, and over 42,000 square yards of erosion control matting.

The project originally anticipated earth removal from the landfill slopes. However, once excavation began, it became apparent that to achieve the design grades required, previously placed solid waste would have to be removed, which the crew handled without a hitch.



Sargent Corporation crew works on placing a clay plug at the toe of the slope. Operators are Antonio Griffin, Cat D5 dozer; and Tim Cole, Cat 325 dozer. Foremen are Art Robinson and Luther McBee.

The project was Sargent's third in a row at the Old Dominion landfill this year. Sargent completed a series of storm drain improvements on the west side of the landfill in May and began work in May on a project to upgrade the storm drain system on the east side of the landfill.

The landfill is owned by BFI Energy Systems of Plymouth Inc., a subsidiary of

Allied Waste Services.

Key employees for the project were foreman Ricky Powell, Art Robinson & Luther McBee, and operators Bryan Smart, Antonio Griffin, Kenny Fleming, Curtis Kinney & Pat Blais.

Terry Watts was project superintendent, Troy Corey was the project manager, and Pat Dubay handled the operations.



*Sargent Corporation crews start work on construction of Cell 3A at the Charles County landfill in Waldorf, MD.*

## Sargent crews begin work at Charles Co. landfill

Sargent Corporation crews began work in July on a \$4.1 million project to construct Cell 3A at Charles County Landfill No. 2 in Waldorf, MD.

The contract allows 240 calendar days for completion (by March 20, 2008), but it is anticipated that the project will be complete a month or two early.

The project includes:

- 6 acres of clearing.
- 213,000 yards

of common excavation to stockpile.

- 15,500 yards of common excavation to fill berms.

- 3,800' HDPE underdrain system.

- 25,800 cy of 24" thick clay liner.

- a liner system with 60 mil smooth and textured HDPE liner, geocomposite, and geotextile.

- 5,400' of HDPE leachate collection pipe with 20,500 yards of

leachate collection pea gravel and 12,900 yards of sand for the top drainage layer.

- 9 leachate recharge well/gas vent structures partially installed in Cell 3A, with 2 more to be drilled and installed in existing Cell 2A.

The excavation work was performed using three Volvo A35 rear dumps with a Cat 345 excavator and three Cat 621G scrapers with a Cat D8T dozer.

Key employees for the project include foremen Mike Baker and Roland Cloutier and operators Dave Walker, Bryan Smart, James Burnette, Amy Blanchette, Matt Leeman, Josh Buzzell, and Alex Belmares.

John Leeman is the project superintendent, Travis Ridky is project manager, and Pat Dubay is operations manager.



*A Cat 621G scraper is pushed through the cut by a Cat D8T during the excavation to stockpile operations.*

# Sargent crews cap 4-acre section of Verso landfill

Sargent Corporation crews have completed a \$900,000 project to cap a 4-acre section of the Verso Corporation's landfill in Bucksport.

The landfill stores nonhazardous waste materials from the Verso's Bucksport mill, which manufactures lightweight coated papers for magazines and catalogs.

The project, which began in mid-July, required 12,000 yards of screened sand, 6,000 yards of topsoil, 12,000 yards of clay, and 4,000 feet of underdrain and gas collection piping. A synthetic geomembrane was installed by a subcontractor, RTD Enterprises.

Because of previous consolidation of waste within the landfill, Sargent crews also had to regrade two areas outside the cap area with topsoil to create positive drainage.

Operations manager Colby Currier said the job went very well.

The two-foot-thick layer of clay for the cap had to be placed in three lifts, which were kneaded together with a sheep's foot roller—a large drum with big rectangular knobs—and a smooth drum roller.

Then the clay had to be smoothed down to provide an even surface that would allow the liner to lay flat.

Once the liner was in place, the crew



*Ronnie Hall uses a sheep's foot roller to knead lifts of clay together for the cap on a 4-acre section of the Verso landfill in Bucksport, as foreman Jake Harris watches a load of clay being delivered.*

had to place one-foot layers of screened sand and topsoil on top of the liner without damaging it.

To protect the liner, the crew created a series of three-foot thick roadways made up of the material being placed to provide access to the cap area. The thickness of the roadway allowed the weight of the trucks to be absorbed by the sand or topsoil without putting too much stress on the liner, which could cause a tear.

The roads had to be strategically placed so that when they were graded they would

provide the proper amount of sand or topsoil to be spread out into a one-foot layer.

Steve Wight was superintendent, and Louie Hebert was project manager.

Other key people were Jake Harris, foreman; Dave Preble, estimator; Tim McLaughlin and Pete Wasson, bulldozer operators; Carmen Puccio, who loaded out the clay at the clay borrow pit; Ronnie Hall, who operated the smooth drum and sheep's foot roller; and laborers Leon King and Joe Underwood, who worked very hard to prepare the subgrade clay for the project.

# Sewer project almost complete at Pleasant Point

Sargent Corporation is about to complete an \$800,000 sewer project for the Passamaquoddy Indian tribe at Pleasant Point.

It is the second project that Sargent crews have worked on at Pleasant Point in the past three years. Work began on August 6 and will be completed this fall.

The project, which is located in a dense residential area, includes 4,000 feet of PVC pipe, 30 manholes, and 2,800 lineal feet of house service extensions.

The main sewer pipe was installed in

the street, which had to be re-graded and re-paved at the end of the job.

The house services were somewhat unique in that the existing sewer line ran behind many of the houses, rather than in the street. As a result, Sargent crews had to go onto private property and sometimes all the way to the back of the house in order to connect the houses to the new main.

This was a departure from the normal practice of making sewer connections at the edge of the right-of-way.

Another challenge was that the project

was located on a hillside, and many houses had timber-crib retaining walls. In some cases, the crew had to remove the timber work, make the tie-in, and then replace the retaining wall.

Operations manager for the project is Jim Conley. Bob Jardine is the superintendent and Doug Morrison is the project manager. Foremen are Josh Boobar and Scott Thibodeau.

James W. Sewall Co. of Old Town was the engineer for the project.



*Sargent Corporation crews grade and compact a taxiway during runway reconstruction at the Presque Isle airport.*

## Sargent rebuilds primary runway at Presque Isle airport

Sargent Corporation has completed a \$4.2 million project to rebuild the primary runway at the Presque Isle Airport.

The project began May 1. The runway was reopened on September 21, two weeks ahead of schedule.

The project was the third that Sargent Corporation has completed at the Presque Isle Airport in the last five years, according to operations manager Jim Conley.

The entire surface of the 5,600' long, 150' wide runway was reclaimed and regraded.

A total of 118,000 square yards of runway and the adjacent safety areas was reclaimed, and approximately 46,000 cubic yards of material was moved in the regrading process. Another 10,600 yards of sub-base material had to be brought in.

After the existing runway was regraded, the crew had to place 18,000 yards of base material (P209). Raw aggregate was purchased from a local quarry and trucked to a site where the crew set up a series of cold feed bins that were purchased specifically for this project.

The blending process used four hoppers (bins) with adjustable doors and a belt running underneath. Two of the hoppers contained 1.5" product and the other two contained fine product. The adjustable doors were set so that the material falling onto the belt was a 70-30 mix (70% 1.5" and 30% fine).

The P209 base material is a very

specific material required by FAA for airport construction use. After being blended on site, it was placed on the runway, and compacted to 100% density.

"That's as hard as it can be," said Jim. "As hard as concrete. The normal requirement for highway construction is 95% compaction, but for airport runways, the FAA requires 100% density, based on weight and volume."

After being placed, the material was graded to get the surface within a 1/4" tolerance. This was done by Chris Dorr, using a Caterpillar 143 grader with electronic (GPS) grading system.

The project also included 25,000 tons of pavement, 80,000 square feet of

pavement markings (striping), 18,000 cubic yards of topsoil, seeding, and replacement of the runway lighting, cables, and signs.

Lane Construction Corp. was the paving subcontractor; the electrical subcontractor was County Electric.

Key people for Sargent were John Sturgeon, project manager; Ray Thompson, superintendent; Glenn Adams, field engineer; and foremen Darrell Beaulieu, Richard Otis, and Troy Ingersoll.

The engineer for the project was HNTB, a transportation, engineering, planning, and construction management firm with offices in 60 cities across the U.S., including Portland.

## Site work completed for EMCC dorm

Sargent Corporation completed the \$370,000 sitework package for Pizzagalli Construction Company at the new Eastern Maine Community College Residence Hall in late July. Most of the underground utilities, foundation excavation and foundation backfill work was completed

by T. J. Langerak and his crew last fall.

In order to meet the project schedule, crews diligently worked at completing the parking lot construction and landscaping necessary to allow the college to conduct their ribbon-cutting ceremony on schedule in mid-August.

## Athletic fields in Milford near completion

Work on the new Milford Athletic Fields is wrapping up.

The project involved removing the topsoil, regrading, and placing new topsoil on the existing baseball, softball, and soccer fields. The project also included building a

new walkway around the complex and installing new fencing on all the fields.

The project was overseen by Peter Broberg and John Milligan. The project was estimated by David Preble. Ian McCarthy is the project manager.

## BIA apron reconstruction complete

Sargent Corporation completed the reconstruction of the Bangor International Airport Cargo Apron in mid-October.

The project included installation of 800 feet of concrete trench drain, nine man-holes, two large oil/water separators, 720 feet of concrete piping, 5,000 tons of new asphalt paving, and 440 CY of new concrete paving.

All of the concrete work on the project was performed by Sargent crews led by Keith Wasson and Howard Martin.

Sargent also installed a new 12,150-gallon potassium acetate tank as part of the project.

In the middle of the project, the Maine Air Guard contacted Sargent about replacing deteriorated sections of the existing trench drain with new manholes on the adjacent ramp, and repairing several other areas of the ramp that had been damaged.

This work needed to be done quickly in order for the Guard to continue normal operations. Despite the tight schedule, project superintendent Steve Raymond and foreman Bill Hathaway were able to coordinate with the subcontractors and material suppliers to get the work done on time.

Mike Vining estimated the project and Ian McCarthy was the project manager.



*Steve Raymond and Howard Martin check grades on concrete forms while Gene Randall helps set the forms.*

## Site work underway for Bangor Home Depot

Site work for the new Home Depot located off Stillwater Ave. in Bangor is well underway.

Crews began stripping the topsoil and started the 30,000 CY cut to fill at the end of June. Utility installation followed shortly and included 5,500 feet of storm drain piping, 42 drainage structures, 2,700 feet of 8" waterline, and 1,300 feet of 8" sewer.

Crews recently started foundation excavations for the building. The store will be replacing the existing Home Depot in May of 2008.

The new store will be 115,000 SF with

a 28,000 SF garden center. The site is located on the previously undeveloped parcel of land behind the existing Circuit City.

Mike Thibodeau, the estimator on the project, worked with James W. Sewall Company to balance the site and bring it within the developer's budget.

Due to the project's close proximity to the sensitive Penjajawoc Stream, erosion control and stormwater management are at a heightened level of importance.

Richard Gushue, the project superintendent, has been working closely with S.W. Cole to make sure no sediment

leaves the site.

Sargent Corporation was also awarded the contract for off-site improvements. The improvements include additional shoulder widening, installation of a new traffic signal, and drainage improvements, all on Stillwater Ave.

Sargent crews have installed several 24' deep 7' diameter transmission tower foundations for Bangor Hydro's pole relocation as part of the project.

Mark Wright, Pat Hopkins, Chris Bailey, and Curt VanAken have been the foremen on the project. Ian McCarthy is the project manager.



A crew from subcontractor Corrado American hogs out the top layer of dirt before starting the sanitary sewer line, which was installed 20 feet deep in the ground.

## Sargent hired to oversee roadway, utility improvements needed for construction of Wal-Mart in Middleton, DE

Sargent Corporation has been hired by Wal-Mart as the general contractor for roadway and utility improvements that are required prior to the construction of a new Wal-Mart Supercenter at the Westtown development in Middletown, DE.

The major construction activities—installation of an 850-foot off-site sanitary sewer line, construction of Merrimac Avenue, and improvements to U.S. Route 301—are being done by two major subcontractors, Corrado American of Newcastle, DE, and TechniVate of Landenberg, PA.

The \$3.2 million project has been on a very fast track since work began in August.

The sanitary sewer line was completed in just 7½ weeks—in time to meet the deadline of October 3, when a Kohl's department store opened in the Westtown development.

Subcontractor for the sewer installation was Corrado American, which had crews working double shifts to meet the deadline. Most of the sewer line was buried 20 feet deep in a site where the water table is only 10 feet below grade. As a result, the entire run of pipe had to be dewatered using a well point system.

TechniVate is the subcontractor for the road work, which includes extending

Merrimac Avenue approximately 800 feet and widening Route 301 to add turn lanes.

The project is scheduled to be completed by December 3.

Byron Beauregard is acting as the project superintendent and SWPPP superintendent for Sargent. Troy Corey is the project manager and SWPPP compliance officer, and Pat Dubay is the operations manager.

Site preparation for the Wal-Mart Supercenter at Westtown will be bid in the fall, with the work to be completed by September 2008.



## Site work completed for addition to Hermon Middle School

Curt VanAken supervised the completion of the site work for the Hermon Middle School addition that Steve Raymond and crew had started in late summer 2006.

Work for 2007 consisted of demolition and removal of the existing gymnasium building, construction of a 20,000 gallon underground water storage tank system, all underground waterline utilities, and construction of a new parking lot where the old gymnasium was located.

Sargent crews completed the \$1 million project in time to demobilize from the site before the first day of school in late August.

Sargent Corporation was a subcontractor to E.L. Shea of Ellsworth, ME.

Sargent crews cut steel to help Kempton Bradbury and the 345 make quick work of the Hermon Middle School gym demolition.



Northeast Turf Hue deploys the artificial turf for the new Field Turf soccer field at Husson College.



Sargent Corporation crews begin grubbing and excavation for the new soccer field at Husson.



The Husson College soccer field fine-graded and ready to receive the artificial turf layer.

## Sargent prepares soccer field for turf in time for season opener at Husson

On August 2, Sargent Corporation was asked to start construction of a new “Field Turf” soccer field at Husson College.

Knowing that the first game was scheduled only four weeks later, the entire crew, supervised by Eric Clark, worked seven days a week to ensure that the field was ready for the first game.

The existing sod and topsoil were stripped, and the entire 120’ x 360’ soccer field was regraded to accept the installation of a new panel drain system connected into new underdrain and storm drain.

Next, slipform curb was installed around the new field and the entire field area was backfilled with 1’ of crushed stone.

Finally, the entire field area was finegraded to a 1/8th-inch tolerance so that Northeast Turf could install the synthetic Field Turf and associated in-fill in time to accommodate the first scheduled soccer game of the season at Husson.

Herb Sargent was the estimator and Craig Shorey was the project manager.

## Parking lot reconstruction completed at Houlton Wal-Mart

How many times have you driven by a Wal-Mart and seen the parking lot filled with cars?

That was the challenge for Sargent Corporation this summer, as it completed a \$900,000 project to rebuild the 8.25-acre parking lot for the Wal-Mart in Houlton, ME.

“We had to rebuild the parking lot while the store was active,” said operations manager Jim Conley. “We were able to work closely with the store manager to plan the project. We wound up doing it in four phases to minimize the impact on store operations.”

The project included excavation of existing pavement and base gravel, replacement with new gravel and new pavement, repair or replacement of curbing, installation of underdrain in some locations, and regrading, repaving, and restriping of the entire parking lot.

“Once an area was closed off, we had to have it 100% completed—paved and striped—before we could move onto another section,” Jim said. “This caused the project to take longer than it normally would have taken, based on the volume of work.”

The paving for the job was done by Steelstone Industries, while the striping was done by Jacket Enterprises. Both subcontractors were from Houlton.

Because of the tight schedule, a lot of coordination was required.

Jim said the crew would close off roughly one-fourth of the parking lot the night before to make sure that no cars would be there in the morning. Then the crew would come in and do the excavation, grading, and other improvements, followed by the paving and striping.

“We were relying on subcontractors to finish each section (paving and striping), so without good coordination, we could

have had substantial idle time for our crews,” he said. “But by working closely with our subcontractors, we were able to keep the project moving forward. One of the ways we did that was to schedule night work.”

Jim said the crew had to make sure that the work areas were clearly defined, and that the work in each area was scheduled so that the maximum number of parking spaces would be available during the week before school started.

“We also tried to schedule work to minimize the impact on weekends, particularly with school starting,” Jim added. “That’s a very busy time of year for the store.”

Work on the project started August 1 and was completed on September 21.

Key people for Sargent were John Sturgeon, project manager; Troy Harvey, superintendent; and Eric Burgess, foreman.



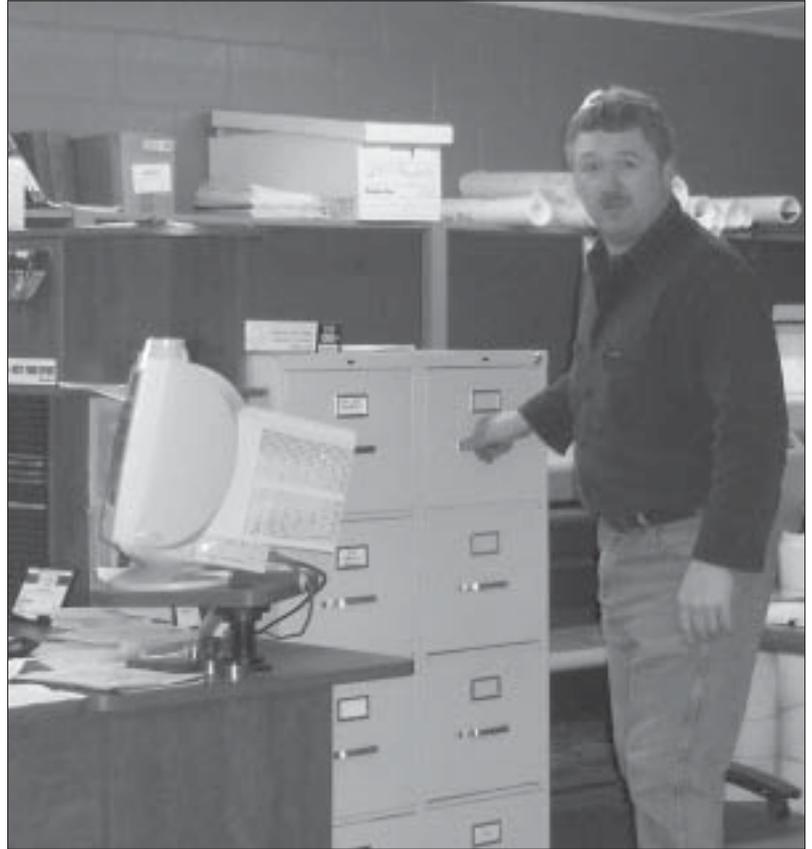
**NORTHSIDE FAMILY HOUSING PROJECT**—Work has been completed at the Northside Family Housing project in Bangor. Above left: Sargent Corporation crews clean up around the buildings. Above right: looming operation nearing completion. Below left: vehicle congestion at the project site. Below right: ETTI direction drilling the 8" sanitary sewer line to an existing sewer manhole next to Birch Stream.



## Before



Earle Boobar before . . .



Marcel "Red" Rancourt before . . .

## 'Biggest Losers' are big winners in weight-loss competition

Fifteen Sargent Corporation employees participated in the "Biggest Loser" competition, but they were all winners in the end.

The goal was to see how much weight participants could lose over a 13-week period, encouraged by the knowledge that they would be weighing in every Thursday—and that a group of co-workers were doing the same thing.

From March 22 to June 14, the 15 employees lost a total of 204.5 pounds. What's even better is that since then, they've kept the weight off. Some of the participants have gained back a few pounds, and others have lost a few pounds more. Overall, as of November 8, as a group, they had lost an additional four pounds.

The biggest loser was Marcel "Red" Rancourt, welding foreman in the maintenance department, who lost 51.4 pounds, or 19.5 percent of his total body weight.

Close on his heels were fellow maintenance employees Earle Boobar and Shelli Gushue.



Earle lost 57 pounds, but since he weighed more at the start than Red, his total weight loss was 18.9 percent of his initial body weight.

Red said he first decided he wanted to lose some weight after meeting with health educator Derek Hurst and finding out that he was in a high risk category for overweight and several other health issues.

"I knew I had to change some of these things, but I didn't quite know how I was going to do it," he said (see Red's statement on the opposite page).

Then he saw the Biggest Loser poster and signed up, hoping to lose 10 or 15 pounds.

"Now I feel much better, I'm off my

blood pressure meds and eating better foods," he says.

Shelli lost 28 pounds during the Biggest Loser competition, or 17.5 percent of total body weight. Actually, Shelli had already lost 12 pounds when she signed up for Biggest Loser. If you count those pounds, her total weight loss was 40 pounds, or 23.3 percent of body weight.

Shelli said she decided to lose weight after going on a Caribbean cruise last winter.

"After my cruise last year, I came to the conclusion I needed to shed a few pounds, because my knees and back were really bothering me," she said. "I also felt really dragged down with no energy. I really just wanted to feel better and have more energy."

Shelli started on her own, focusing on portion control and doing some exercises at home. When the Wellness Committee developed the Biggest Loser program, she realized it would be helpful and she signed up.

## After



*Shelli Gushue before . . .*



*Red, Shelli, and Earle wound up a total of 148 pounds lighter.*

“Knowing I was getting on the scale every Thursday gave me incentive to keep trying, even if there was a week I really tried but didn’t lose anything.” she said.. “I’m happy to say that I had only one week where I gained a pound!”

Earle said that he and Red had been talking about exercising, but said the Biggest Loser program provided the incentive they needed.

He says he concentrated on a combination of exercise, watching what he eats, and portion control. He walks down Spring Street and back twice during his lunch break, a total of 2.5 miles each day.

Earle says he feels better, and he’s reduced his health risks.

“I used to have high blood pressure and I had to go to the doctor twice a year,” he said. “Now, I no longer have to take high blood pressure medications, and my doctor visits are down to once a year.”

July 18, 2007

I would just like to take a minute to say thank you to Sargent Corporation for starting the wellness program. After meeting with Derek it opened my eyes to where my health was heading. I was in a high risk category, I was overweight, I was on blood pressure medicine, my cholesterol was borderline high, my knees, back and joints were sore, I didn’t sleep well at night and I had poor eating habits. I knew what I had to do to change some of these things but didn’t know quite how I was going to do it.

One day while walking through the office I notice something posted on the door, a sign up sheet for the biggest loser contest. I decided to sign up just for a little incentive to lose a little weight; 10 or 15 pounds I was hoping. Well I ended up losing over 50 pounds in just 13 weeks!! Now I feel much better, I’m off my blood pressure meds and eating better foods. I want to thank my wife, and would especially like to thank the other people that signed up and helped me work so hard to achieve what I did.

I know now that with the right diet and exercise (walking a little bit and a few sit ups and push ups instead of a snack) I should be able to maintain a healthy lifestyle and that if you want to achieve something you have to set some goals and work to meet them. With a little hard work the rewards at the end will be worth it.

—Marcel “Red” Rancourt

## The Herb E. Sargent Way

# Sargent Corporation wellness program off to a 'very

Sargent Corporation's wellness program, "Dig in for Health," is off to a very strong start.

So far, more than 60% of employees are participating in the voluntary program.

The company's goal is at least 85% participation, according to Derek Hurst, the health educator for Occupational Medical Consulting who is assigned to work with Sargent employees and spouses.

"We've been doing health risk assessments since early March for office employees, and since June for employees in the field," Derek said. "The growth of the program has been extraordinary. The response has been great, and the superintendents have been very helpful in making employees available for the health risk assessments."

Derek added that employees have been very receptive, and very active once they enroll.

"Making lifestyle changes is difficult," he said. "The goal of the program is to allow people to remove barriers and make the



lifestyle changes that they want to make."

The first step in participating in the wellness program is scheduling a consultation with Derek and the completion of a Health Risk Assessment (HRA), either in Stillwater or when he visits your job site.

The HRA will determine if you are in a low-, medium-, or high- risk category.

So far, 25% of the HRAs have shown that the employee is at high risk, 44% medium risk, and 31% low-risk.

The most common risk areas have been:

- Poor nutrition (too many Big Macs, not enough fruits and vegetables), 44%.
- Pre-hypertension (at risk for high blood pressure), 40%.
- Seriously overweight, 37%.
- Cholesterol, 35%.
- Tobacco use, 32%, plus 12% for smokeless tobacco.
- Inactivity, 31%.

After the health risk assessment has been completed, Derek works with the employee to determine reasonable, sustainable goals for improved health.

"It's not a hard sell," says Jason Frederick, training and workforce development administrator and member of the Sargent Corporation Wellness Committee. "It doesn't make sense for employees to set unrealistic goals or to try to do something they really don't want to do. If an employee doesn't want to do something, he or she probably won't do it."

In addition to working with individual employees, the wellness program has sponsored some company-wide initiatives, including:

- The "Biggest Loser" weight-loss program, a 13-week intervention in which participating employees were weighed every Thursday and encouraged to lose weight.
- Nicotine replacement, a voluntary program which provides nicotine patches for employees and spouses who want to quit smoking.

## Spouses wanted

One area where the Wellness Committee has more work to do is encouraging spouses to participate in the "Dig in for Health" wellness program.

The procedure is the same: schedule an appointment with Derek Hurst, health educator for Occupational Medical Consulting, and complete a Health Risk Assessment.

Based on your risk level, Derek will take the following steps:

- Work with you to develop the motivation to change your at-risk health behaviors.
- Work with you to set reasonable, sustainable goals toward your good health.
- Help you understand how these at-risk health behaviors may impact your quality of life.
- Support you with follow-up meetings directed at identifying and overcoming barriers to change.

Derek is located in Stillwater when he is not out in the field visiting with our employees. To reach Derek, call Stillwater at (800) 533-1812 or (207) 827-4435. His extension is 301. You can also reach him on his cell phone at (207) 491-9306, or by e-mail at [dhurst@omcwellness.com](mailto:dhurst@omcwellness.com).

Spouses don't have to come to Stillwater or a job site to participate in the wellness program. Derek can arrange meetings at other locations in areas where Sargent employees live, including central and southern Maine, New Hampshire, and the mid-Atlantic states.

If you're interested, contact Derek by phone or e-mail (see above), and he'll try to bring "Dig in for Health" to your area.

## The Herb E. Sargent Way

### strong start'

- Providing accommodations with kitchenettes for employees who have to travel more than 60 miles to their assigned job site. Motels with kitchenettes aren't always available near job sites, but with poor nutrition being the top-ranked health risk factor for employees, the Wellness Committee felt that kitchenettes would make it easier for employees to prepare nutritious and economical meals, rather than relying on Big Macs.

The Wellness Committee is trying to get the wellness message across in other ways, as well.

The company's monthly employee newsletter has a "Wellness Corner" with a monthly health-related message.

The committee is also looking for ways to bring wellness activities to the project level. Suggestions are welcome.



### Wood Badge Adult Training

Dear Mr. Sargent,

Thank you very much for your generous donation to our Wood Badge Adult Training Course. Your generosity and dedication to training adult leaders allowed 3 Scouters to attend Wood Badge who would not have been able to do so without your support. This in turn will provide quality leadership to over 85 young boys in our Council.

You are truly a tremendous supporter and outstanding gentleman in our community! Thank you.

Sincerely Yours,  
Steve Frost,

BSA Katahdin Area Council President

### Brewer Streamside Clean-up

Sargent Corporation:

On behalf of the City of Brewer Streamside Cleanup Committee I would like to extend our deep appreciation towards your company's donation to support Brewer's 2007 Streamside Cleanup event.

Without the support of local businesses like yours this event would likely not be able to take place at all. In all, 33 businesses donated money or supplies to this year's event in Brewer, making it again a great success.



Control Facility  
Water Pollution

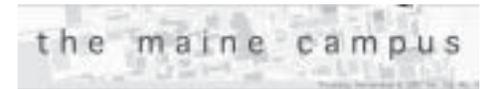
This being Brewer's second year holding a Streamside Cleanup event has given us a chance to see that not only is this an excellent educational event, it also provides a good, meaningful way for people to get some exercise and socialize with other members of the community. We have also seen the event start from a single community event, which was held here in Brewer in 2005, to becoming more of a regional event with surrounding communities holding similar events on the same day, all of which were invited to Brewer to attend lunch

provided and catered by Jeff's Catering at the Brewer Auditorium. This year an estimated 5 tons of trash and other debris were removed by volunteers from the edge of the Penobscot River, its tributaries and other drainage areas which also eventually end up draining into the Penobscot River.

Thank you again for your support of this very important endeavor. We hope to see you back for next year's event!

Sincerely,

Kenneth Locke, Stormwater Coordinator



### Thanks for scholarship

Mr. Sargent,

I would like to take this opportunity to thank Sargent Corporation for renewing my scholarship again for the 2007-08 academic year. I am honored to have been selected for the third consecutive year.

My first two years at UMO went very well and I am looking forward to starting my junior year. My major is journalism with minors in public relations and political science. I am excited to inform you that I will be the sports editor for The Maine Campus newspaper this year and I hope to cover many of the Maine Hockey games and other events at UMO. In addition, I will be moving into an off-campus apartment this year and am very excited for the new experience.

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  
Junior, Journalism Major  
University of Maine

### Retirements

Alfred Hayden retired August 23 after 23 years as a rear dump driver for Sargent Corporation.

Alfred, who lives in Madison, says he plans to do some fishing, primarily for trout, as well as hunting and working around the house.

Before coming to work for Sargent, he worked for Somerset Oil Co., which is now part of Webber Oil.

### Wellness tips

Traveling employees who are YMCA members may be able to work out at a YMCA near their jobsite if that YMCA participates in the A.W.A.Y. (Always Welcome at YMCAs) program.

If you find a YMCA that participates in the AWAY program, you can call Karen Littlefield, benefits administrator and Wellness Committee member (207-827-4435), and she will work with the local YMCA director to iron out the details and help you take advantage of the program.

\* \* \*

Dick's Sporting Goods has been added to the list of merchants where you can redeem your Sargent Corporation Safety and Performance Incentive Award points. Dick's was added to the list in response to a suggestion that employees be allowed to use safety points in ways that encourage physical activity and wellness.

Thanks for the suggestion—you asked and the Wellness Committee listened!



**SARGENT CORPORATION WELLNESS COMMITTEE**—Front row (l. to r.) Karen Lynn Spencer, maintenance secretary; Karen Littlefield, benefits administrator; Lynne Churchill, human resource administrator; George Thomas, Vice President and Chief Financial Officer. Back row: Melissa Carter, health educator, Occupational Medical Consulting; Marcel “Red” Rancourt, welding foreman; Derek Hurst, Sargent Corporation Health Educator, Occupational Medical Consulting; Doug Morrison, project manager; and Jason Frederick, training and workforce development administrator. For an update on the Wellness Program, see pp. 20-23.



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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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