

ON TRACK

SARGENT
CORPORATION

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Excellence for Generations.



Sargent crews demolish Ft. Halifax dam

Story, more photos on pp. 12-14

COVER PHOTO: Greg DeNicola uses the hoe ram on his Cat 330 excavator to begin the process of breaching the Ft. Halifax Dam on the Sebasticook River in Winslow. Sargent crews demolished the dam this summer and fall.

A message from Herb R. Sargent

A conversation about challenging economic times . . . also scholarships, the 401(k) plan, ZERO ACCIDENTS, and the holiday party

According to many of the pundits, our nation is facing one of the most seriously challenging economic times since the Great Depression. This hit a particular nerve with me the other day when my 17-year-old daughter asked me what my plan was for the company to endure such a potential economic disaster. My pat answer of “we’ll tighten our belts and do the best we can” didn’t satisfy her curiosity. Since she has spent some time working in the Stillwater office, she already knew that we strive to *be the most efficient and effective contractor on the planet and do things better than they’ve ever been done before* – that’s written on a flipchart on the bulletin board in my office, and it’s been shared with everyone at employee start-up meetings for three years now.

She rightly questioned how we could possibly “tighten our belts” if we’re already the best on the planet (or at least headed there), and she wanted details.

At the risk of sounding reactionary, I frankly hadn’t considered, six months ago, that there would be “Great Depression-esque” talk of economic doom. On the federal level, recently Congress voted in favor of spending several hundred billion dollars to bail lending institutions out of bad loans. On the state level, a recent transportation bond couldn’t be issued in Maine because there was no buyer for the bonds – hence, no money to put the work out to bid. Also in Maine, certain school projects may face delays because bonds can’t be sold.

Each one of the economic issues that face us could provide us tremendous measures of difficulty if taken alone. But pile them on one another and our industry faces a very uncertain future, at least in the short term.

That’s the bad news. The good news is that, to some degree, we are in charge of our own destiny. We are in the enviable position of having a substantial backlog of work as we wind down 2008 and approach 2009; a little over a month ago we enjoyed the largest backlog of earthwork in the company’s history and, as we approach 2009, we expect to carry the largest backlog ever into the New Year.

Over the past few years and, in particular, the last several months, we’ve worked diligently to ensure that the tools you work with complement your skills to the greatest extent possible. We’ve continued to update those pieces of equipment that provide the core of our capabilities to be “the best on the planet”. And in many instances we’ve worked to upgrade the skills to most effectively employ those tools.

It’s true that, from my office, I can have a substantial impact on our long-range future. But what I can do to protect us from the effects of the greater economy pales in comparison to what you can do, both individually and especially as a collective crew. Whether you bell together two pieces of pipe, fine-grade the runway, place clay on the landfill, or load and haul the earth, *you* are our front-line protection against the effects of

economic hard times. It’s how you handle yourselves as you execute our work that has the greatest impact on our ability to weather the lean years. It’s the habit, the culture, of doing it right the first time – every day – that cements our future.

Great things can be accomplished by a group of great people who love what they do.

* * *

As you probably know, we’ve set up another scholarship fund that is intended to benefit the children of our employees. I say ‘another’ because in the mid-90’s the Herbert E. Sargent Scholarship was established for employees’ students attending the University of Maine in Orono. The new fund is the Sargent Corporation Scholarship and is intended for employees’ children attending any institution offering a minimum of a two-year degree.

There were ten recipients of the Herbert E. Sargent Scholarship as well as fourteen recipients of the Sargent Corporation Scholarship for the 2008-2009 academic year. Later in this issue there will be more information on the two scholarships.

* * *

In the wake of the stock market freefall recently, you may be having second thoughts about your contribution into the company’s 401(k) plan. I can tell you from my own firsthand experience that the market has had a negative impact on my 401(k) account. But I still believe that the 401(k) plan is the best opportunity for us all to retire with financial security, and I hope you’ll take this opportunity to review your account and make adjustments as necessary for your particular situation. We will have more information on the 401(k) plan in an article later in this issue.

* * *

The backlog we’ve labored under this summer and fall has required long hours as well as many weekends on many projects. The remainder of the fall will continue to be busy, and I ask that you all take every precaution necessary to avoid workplace accidents. **ZERO ACCIDENTS** will always be the goal going forward, and I appreciate your efforts in achieving it. Let’s finish out the year strong and healthy.....

* * *

We will host the Holiday Party once again at the Bangor Civic Center this year, on November 15th. Bob Marley entertained us at last year’s holiday party to a unanimously enthusiastic crowd. Bob got rave reviews from all, so we decided to book him again this year. If you missed the party last year, this is your opportunity to see firsthand what all the chatter is about.

I look forward to seeing you there to start the holidays off right.

Sargent Corporation builds new facility at Stillwater to fabricate excavator buckets for Wimmer International

Sargent Corporation is building an excavator attachment facility in Stillwater where the company will fabricate excavator buckets for Wimmer International, an Austrian manufacturer of couplers, buckets, and other attachments for excavators.

The 50'x120' addition to the welding shop is being built by Hardy Construction with a projected completion date of November 1.

A 400-ton press break has been acquired for bending the steel for buckets, and a CNC (computer numerical control) burn table has been acquired for cutting parts out of steel plate.

The facility will be equipped with a new 5-ton overhead crane, which will run on tracks across the length of the building.

Three new fabricators have been hired to fabricate the buckets. The fabrication crew will be supervised by welding supervisor Red Rancourt.

Wimmer International is a family-owned business that was founded by Alois Wimmer in 1984 to repair buckets and steel tracks and manufacture buckets. In 1985, the company developed its A-Lock hydraulic quick coupler, which led Wimmer to develop a complete line of excavator attachments.

Herb R. Sargent has had a long-standing relationship with Wimmer products. He used Wimmer couplers and buckets on his excavators at Sargent & Sargent, and the Sargent Corporation fleet has gradually been converted to Wimmer equipment since the acquisition of H. E. Sargent.

"Almost all the excavators have the same attachments, so we can switch buckets around, no matter the brand or machine," says equipment manager Tim Richards.

The new fabrication facility will make



This 50'x120' addition to the welding shop will be the home of Sargent Corporation's new excavator attachment facility in Stillwater.

the buckets that go on the couplers. The buckets will be supplied to Wimmer, which is actively marketing them in the U.S.

When asked why the bucket fabrication and manufacturing seemed more attractive than the company's previous fabrication of tug boat segments, Herb noted that "We've been rebuilding buckets for decades. This manufacturing is not a distant stretch from our focus on earthwork; it's right down our wheelhouse. We're delivering what are, in

my mind, attachments that make us more effective and competitive. In addition, under our agreement with Wimmer, our cost of acquiring these attachments will be lower than in the past."

Wimmer will supply Sargent with the designs, and Sargent will fabricate the buckets after a customer places an order with Wimmer.

Wimmer has two other fabrication shops, one in Austria and one in the Czech Republic.

Sargent crews complete \$1.6 million runway upgrade at Frenchville airport

Sargent Corporation has completed a \$1.6 million project to upgrade the runway at the Frenchville airport in northern Aroostook County.

The project consisted of reclaiming the existing runway surface, adding supplemental aggregates, grading, and paving. The owner is the Northern Aroostook Regional Airport Authority.

Operations manager Jim Conley said the project was on a very tight schedule, as the runway was the only one at the airport.

Work began July 7, and the runway was reopened on schedule on August 18. Final work was completed on September 19.

The owner wanted the runway substantially complete to reopen by August 18 to allow the start-up of commercial

commuter air service for the Frenchville area.

The job required 7,900 tons of paving, which was done by subcontractor Lane Construction Corp.

Electrical lighting upgrades were done by another subcontractor, County Electric of Caribou.

The project also included construction of two stormwater retention ponds, and grading, loaming, and seeding of safety areas and runway perimeter

Troy Harvey was the superintendent, John Sturgeon was the project manager, and Jim Conley was the operations manager. Mike Vining was the estimator, and Eric Burgess was the foreman.

Stantec was the engineer.



Operators Steve Renaud and Greg DeNicola place trench boxes in the Sebacook River to allow trucks to use an access road to haul riprap to reinforce the north slope along Dallaire Street. The access road was originally constructed to provide access for a sewer project.

Sargent crews demolish Ft. Halifax dam

Sargent Corporation crews have completed the demolition of the 104-year-old Fort Halifax Dam on the Sebacook River in Winslow, but the job was not nearly as straightforward as that simple sentence would indicate.

“It’s been quite a task,” said operations manager Colby Currier.

The crews had to deal with heavy rains and rising river levels, while the owner, Florida Power and Light Co. (FPL) kept a close eye on the stability of the soils on the north bank of the river to ensure the safety of six homes along Dallaire St.

The plan was for Sargent to breach the dam in a controlled manner so as to lower the water level behind the dam by two feet per day.

After the breach was complete, Sargent would demolish the 350-foot-long concrete dam and remove the debris from the river.

The contract also called for Sargent to replace a dual 8-inch ductile iron sewer line that crossed the river about 300 feet upstream from the dam. To do that, Sargent would have to use the concrete rubble from the demolition to build a road

across the river, so heavy equipment could reach the north side of the river in order to put the new sewer line in.

Prior to the start of the project, FPL notified the homeowners on Dallaire St. that the dam was going to be breached, giving them an opportunity to relocate temporarily while the process was underway. The six homes were located at the top of a fairly steep bank, and there was some concern about the stability of the soils underneath. As a precautionary measure, FPL installed inclinometers along the bank to measure any movement of the underlying soils.

Work began in mid-July, but the plan to lower the water level by two feet per day lasted only a few days.

Greg DeNicola started the breaching process when he maneuvered Sargent’s Cat 330 excavator in front of the dam near the powerhouse and used his hoe ram to punch a hole at the top of the concrete. He then extended the hole downward to allow two feet of water to escape downstream.

Greg repeated the process the following day, and the water level behind the dam

was now four feet lower than the original impoundment.

On the third day, however, two things happened that altered the course of the project. First, the area started getting heavy rainfall. Second, the inclinometers that FPL installed on the riverbank reported some movement in the underlying soils.

As a result, FPL asked Sargent to slow down the breach. Sargent inserted some steel plates in the hole where the dam had been breached to slow the process. Then the rain got heavier, and despite the breach, the water level behind the dam came back up. At that point, FPL told Sargent to release only six inches per day.

However, because of all the rain, several small dams upstream on the Sebacook River—dams not controlled by FPL—were releasing water, adding to the flow of the river.

Sargent crews then tried to enlarge the hole in the dam to get the impoundment to drop by the requested six inches per day, but this was hard to do because of the rainfall and the amount of water being released from upstream dams.



Greg DeNicola works from behind a wall of steel plates to enlarge the hole in the Ft. Halifax Dam and reduce the water level.

The crews finally got the water level to start receding, but then another series of storms brought even more rain. Not only did the Seabasticook come up, but the water level on the Kennebec River rose up almost to the height of the Seabasticook.

When the rains finally ended and water levels started dropping again, FPL said Sargent could reduce the water level by one foot per day, then 18 inches per day. Finally, after a couple of weeks without any rain, the crews were able to reduce the water level as planned.

The breach was finally completed on August 28, so that the water level upstream of the dam was the same as the water level downstream.

Then, Sargent crews started hoe-ramming out the rest of the dam and removing the concrete demolition.

September arrived, and the demolition and debris removal processes were well

underway, when Hurricane Hannah started moving up the east coast.

FPL, concerned about more heavy rains and the possibility of much higher water levels, put Sargent into a state of emergency and directed Sargent to stop the demolition process and instead focus on getting riprap to the north side of the river to reinforce the bank that was comprised of unstable soils.

Part of the project involved replacement of a sewer line that crossed the river. To do this, Sargent had been using some of the concrete rubble to build a road across the river so crews could access the north side of the river to install the pipe.

Colby said the state of emergency meant that the roadway had to be upgraded.

“When we got the state of emergency request from FPL, we had to stop what we were doing and upgrade the roadway so we could haul riprap across the river to try

to stabilize that north slope as much as we could before Hurricane Hannah arrived,” said Colby. “We started on Thursday, but the rains came Saturday night.”

Fortunately, Hurricane Hannah passed without serious consequences, and the demolition of the dam was completed on September 12. However, FPL asked Sargent to keep moving the riprap to the north bank until the job was complete.

In all, about 13,000 cubic yards of riprap was hauled across the river and placed on the north bank in a layer three feet deep with a fabric underneath to help keep it in place. Steve Renaud placed the majority of the riprap. Project manager Jeffrey Hallett said placement of the riprap was completed on September 23. He explained that the riprap will stabilize the slope and prevent it from sliding into the river.

“Prior to the breach, when the water
(Please turn to next page)

Mid-Atlantic crews complete 2 gas collection projects

Crews from Sargent Corporation's Mid-Atlantic Division have completed two gas collection projects at the Worcester County Sanitary Landfill in Maryland to allow Curtis Engine to extract methane gas from the landfill to generate electricity.

Curtis Engine signed a license agreement with Worcester County which required it to construct a 2-megawatt power plant with two Waukesha engine generators and provide electricity to the landfill and for resale to the regional power grid by July 2008.

The Sargent crews started work at the beginning of May. The gas collection projects were substantially completed by mid-July, allowing Curtis Engine to fire up its power plant and start generating electricity a week ahead of its July 15 deadline.

The two projects covered Cells 2 and 3 of the landfill.

Sargent installed 5,650 feet of HDPE gas collection pipe in Cell 3 and 3,850 feet in Cell 2. The pipe ranged in size from 4" to 18".

Existing wells made of precast risers were converted into gas-collection wells by installing gas wellheads on top of the structures and sealing them so they could collect the methane. Nineteen wells were converted in Cell 2 and 13 in Cell 2.

The crews also had to drill 19 conden-



Sargent crews install a 12" gas main at the Worcester County Sanitary Landfill.



A Sargent excavator places topsoil over the compacted sand backfill covering the gas main.

sate traps 10 feet deep in Cell 3 and 13 condensate traps in Cell 2.

A knock-out tank for both cells was installed in Cell 3 to collect condensate and other liquids from the gas collection systems and pump them back to the pump station.

Curtis Engine had constructed the power plant, but they couldn't test the equipment or turn on the Waukesha engine generators until the gas collection system was able to provide gas to the plant.

Project manager Troy Corey said

Sargent crews had Cell 3 providing gas by the beginning of July, allowing Curtis Engine to start generating electricity a week ahead of schedule. The collection system for Cell 2 went on line July 21.

John Leeman was the project superintendent for Sargent, and Art Robinson, Roland Cloutier, Luther McBee, and Tim Cray were the foremen. Pat Dubay was operations manager.

Other key personnel were operators Davey Walker, Tim Cole, and Rob Haynes.

Ft. Halifax dam

(Continued from preceding page)

level was 16-17 feet higher, the weight of the water pushed against the bank and held the soil in place," he said. "Now, the weight of the riprap is performing that function. The riprap takes the place of the water that used to be there."

The Sargent crews weren't quite done with riprap, however. They had to place riprap between two stormwater outfalls and the river, so that the water would flow through the riprap into the river.

The outfalls—a 54" pipe and a 30" pipe—discharge stormwater from area streets into the river.

The final portion of the job is to replace the dual 8-inch sewer line with a new line that will run underneath the river. Sargent crews will put in a temporary dam struc-

ture extending about halfway across the river, pump the water out, dig the trench, and install half of the sewer line. Then, they'll repeat the process for the other half of the river and connect the two sections of sewer line together.

Sean Milligan has been the superintendent on the project for Sargent. Keith Wasson has been the foreman, with Betsy Parker and Blaine Lolar working with him. Greg DeNicola, the Cat 330 excavator operator, spent many nights and weekends at the dam site using the hoe ram to increase the breach and get the water falling, or putting steel sheets back into the dam to slow the breach down.

Many items had to be removed from the power house on the north shore, including fishways, sluice gates, trash racks, metal stairs and catwalks, and the Obermeyer gate, which was more than 60 feet long.

The crews also built 12x12 pressure-treated stop log sections, 16 feet long and 5 feet tall, which were placed in the sluice gates to prevent people from going into the powerhouse. An 80-ton crane was on site for three days to assist in that work.

FPL also had to employ several people, including some volunteers, to transport fish and mussels that were trapped in pools as the water was drawn down.

A team of archeologists examined several sites to look for Indian artifacts. Native Americans used to have a big settlement in the area, and the archeologists found hundreds of artifacts, including sharpening stones, arrowheads, and pieces of pottery. They also found rings of rocks that used to be fire pits.

Mike Thibodeau was the estimator for the project. It was originally bid in 2003, with the final bid being accepted in June 2008.

Work begins on 2-lane access road to new Virginia landfill

Sargent Corporation has begun work on a project to build a two-lane access road for a new landfill that will be constructed in Cumberland County, Virginia, by the Cumberland County Development Company, a division of Allied Waste (formerly BFI).

The road, which will be 1.3 miles long, includes a 150-foot-long single-span bridge that crosses Maze Mill Creek.

The project includes numerous stream crossings and wetland areas, so Sargent crews have had to be very conscious of sediment and erosion issues.

Troy Corey, project manager for Sargent Corporation, said a box culvert would normally have been sufficient for the Maze Mill Creek crossing, but because of the wetlands constraints, the owner chose to put in a bridge.

Work on the project began early in June and will be completed by the end of April 2009. The site has no available water source so Sargent has been forced to truck water to the site for dust control purposes from an off-site source miles away.

The project includes 23 acres of clearing, 100,000 cubic yards of excavation, 20,000 tons of base stone, and 22,000 square yards of paving to Allied's new landfill facility. Along with the new entrance road and bridge, Sargent will also be widening the approaches to the access road on Route 60.

A Sargent subcontractor mobilized a crane in September for the bridge construction, and work on abutments and micropiles started in October. The subcontractor is building the bridge, a simple span with steel girders. The estimated completion time is the beginning of April.

Sargent crews are also constructing a temporary timber mat bridge so work on the road can proceed while the bridge is being built.

Troy says the access road is a sensitive, high-profile project because it is the first phase of the new landfill, which has been opposed by many Cumberland County residents. Cumberland County is located west of Richmond.

Construction of the landfill itself will begin next year, and Allied Waste is still working on the landfill design. The actual size of the landfill has not yet been



Looking from Route 60 widening work into the site.

determined, but the site covers approximately 1,000 acres.

Sargent Corporation will bid on the landfill construction project.

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

Key people on the project include Art Robinson and Luther McBee, pipe foremen; Adam Tenan and Scott Bartlett, grading foremen; Tim Cole, excavator operator; and James Burnette, Dan Mosholder, and Shannon Higgins, dozer operators.



Foreman Scott Bartlett discusses the grading work on Route 60 with Cat D6N dozer operator Shannon Higgins.



Cat D8T dozer operator Dan Mosholder prepares to push Cat 621G scraper driver Josh Buzzell.



The old Cony High School building before the start of demolition.



The building goes down . . .



. . . down . . .



down.

Hannaford's goal:

Sargent Corporation crews have been working since late April on site preparation for a new Hannaford supermarket on the site of the former Cony High School in Augusta, Maine.

The project has required 90,000 yards of excavation, most of which was hauled off site and construction of a 14,000 sq. ft., two-tiered retaining wall.

The retaining wall had to be built in an extremely tight area, and a geotechnical engineer had to approve the excavation plan. The wall was constructed by a subcontractor, Stoneage Hardscapes of Old Orchard Beach, Maine.

The project also includes approximately 3,000 feet of on-site storm drainage, installation of an underground Storm Tech system to treat stormwater before it leaves the site, about 1,200 feet of water and sewer lines, and about 12,000 yards of gravel for entrance roads and parking areas.

The project is scheduled for completion in June 2009.

Sargent also recently received a contract from Whiting Turner, the building general contractor, to do the foundation excavation, building pad, and underslab utilities.

The project will be certified through the LEED (Leadership in Energy and Environmental Design) Green Building Rating System. Hannaford expects the Augusta project to be the first grocery store in the world to achieve Platinum status—the highest possible ranking under LEED guidelines—when built from the ground up. It will also be one of the first projects of any type in Maine to achieve Platinum status.

The goal of LEED certification is to promote environmental stewardship by minimizing a project's environmental impact and maximizing energy conservation. Although the primary impact of LEED is on building construction, operations manager Jim Conley says it has influenced the way Sargent has worked on the project.

In particular, a concerted effort has been made to ensure that at least 95 percent of the demolition material from the old Cony High School building has been recycled.

to build world's first new LEED-Platinum grocery store



Sargent crews construct the terraced retaining wall, which had to be constructed in an extremely tight area.

Some of the material is being reused on the site. Sargent took the concrete foundation and slabs and brick to an off-site location, where it was crushed. The crushed material was then brought back on site for use as structural backfill. Existing pavement and gravel were also recycled.

The steel was recycled through a scrap dealer, and the sheet rock was sent to a recycler to be used in making more sheet rock.

Wood from the old school building was sent to Plan-It Recycling.

The actual demolition of the old high school was performed by a subcontractor, Environ Services Inc. of Gorham, Maine.

Hannaford also specified the use of Denispalt, a white asphalt pavement coating product, for some of the paved areas. The white surface reduces heat emissions that occur when conventional black asphalt is used.

Sargent will be installing wells for geothermal heating and cooling of the supermarket building.

Hannaford's project manager for this project is Eric Ottum. Site work design engineers are Delucca-Hoffman Associates, Inc. of South Portland, Maine.

Kendall Bickford is the superintendent, and John Sturgeon is the project manager. Dave Preble was the estimator.



The retaining wall, with erosion control fabric placed on the slope.



Sargent crews install the underground StormTech system.



Sargent crews grade and compact P209 aggregate on Runway 10-28 at the Northern Maine Regional Airport in Presque Isle.

\$5.6 million runway rebuild completed at Northern Maine

Sargent Corporation has completed a \$5.6 million contract to completely rebuild Runway 10-28, the east-west runway at the Northern Maine Regional Airport in Presque Isle.

The project required Sargent crews to reclaim all existing pavement—100,000 square yards in all to reconstruct and narrow the existing runway by 25 feet on each side—from 150 feet to 100 feet wide.

The project was Sargent Corporation's third in three years at the Presque Isle Airport.

Operations manager Jim Conley said one of the factors that made this project unique was the large amount of subsurface work that was required, including installation of 1400 feet of 48" RCP (reinforced

concrete pipe) underneath and directly across the runway.

"With airport reconstruction projects, we generally don't interfere with ground conditions under the runway itself," Jim said. "Usually, any excavation is on the outside; but with this project, we had to excavate across the runway. That was challenging."

He added that the runway was located in an extremely low, wet area on the airport property, which made installing the pipe more difficult.

The pipe carries a brook underneath the runway and outlets it on the opposite side. The existing pipe, which had to be removed, had been installed when the airport was constructed during World War II.

The contract also required Sargent to perform modifications to an existing box culvert that crossed the runway at another location. On one end, the crews had to remove and replace 40 feet of the culvert with new wing walls. On the other end, they had to remove and replace the existing wing walls.

The high water flow from the large upland drainage runoff area required bypass pumping of a brook during the installation of the box culvert and 48" RCP.

Masse Construction of Caribou was the subcontractor for the box culvert work on the project.

The job required 85,000 yards of excavation, and 44,000 cubic yards of



A tractor-scraper combination excavates and grades runway safety areas.



Aerial view showing construction of Runway 10-28 at the Northern Maine Regional Airport in Presque Isle.

Regional Airport in Presque Isle



Twin 48" RC culvert pipes were installed across the runway.

topsoil was stripped, screened, and replaced. A total of 11,000 cubic yards of P209 aggregate was blended from materials purchased locally, then placed and compacted. An additional 2,000 feet of 12" to 36" pipe was also required.

All existing electrical systems associated with the runway—about 50,000 linear feet of new wire—had to be replaced and new signage installed.

Approximately 15,000 tons of pavement was installed by Lane Construction.

Work on the project began on May 7, 2008. The job was on schedule and substantially complete at the end of September, with the runway open for traffic on October 10, 2008. The final completion date was mid-October.

Ray Thompson was the superintendent, John Sturgeon was the project manager, and Mike Vining was the estimator. Travis Fernald, Richard Otis, Darrell Beaulieu, and Mark Buchanan were the foremen.

The engineer was HNTB of Portland and Boston.



The summer of 2008 was one of the rainiest ever in Presque Isle. Above, a ray of sunshine breaks through the clouds.



Subcontractor crews lift one of the pro-style lighting fixtures for the athletic field. The fixtures are 80-100 feet tall and are visible from I-95.



Panoramic view of the Colby College athletic field



Another panoramic view of the project, taken just

Sargent crews construct state-of-the-art fields for Colby

Sargent Corporation has completed a large-scale project to construct state-of-the-art athletic fields and facilities at Colby College in Waterville, Maine.

Sargent worked with Northeast Turf and several key subcontractors on the project, which had to be completed without disrupting student activities at the prestigious liberal arts college.

The crews had to demolish the existing athletic fields and related equipment before construction of the new athletic fields could begin. The project included a new football field with a Field Turf synthetic surface, new lighting, scoreboards, track and field fixtures, and other equipment.

The project start was delayed about two weeks until May 22 because a Colby student qualified for the NCAA track and field championships in the steeplechase and needed to use the facilities to train for the event.

Operations manager Jim Conley said the project was “extremely demanding,” because of the tight deadline and the complicated schedule.

“Superintendent Mike Light and project manager Doug Morrison had to work hand-in-hand with the owner’s rep on site to coordinate the work to ensure that the ongoing activities of the college weren’t disrupted,” Jim said. “We had a very difficult deadline with an extremely critical path schedule from start to finish.”

The crews worked six days a week throughout the entire project, plus some Sundays, in order to complete the project in time for Colby’s first home football game on September 27.

Jim noted that the physical area in which the work was performed was limited, which meant that Sargent couldn’t accelerate the project simply by adding additional workers.

“The size of the site and the sequencing

of the work limited the number of crews that could perform productively,” he said.

Construction of the fields involved removal of the existing football playing surface and the demolition and removal of athletic field equipment and accessories, including scoreboard, runways, pits, and other fixtures for track and field events.

Then the crews had to import and place base materials for the new football field and track, install subsurface drainage for the new football field, and prepare the field for installation of the Field Turf. The field was graded using laser-controlled equipment to meet the very tight tolerances.

The new track had to be graded, paved, and coated with a rubberized surface. A trench drain was constructed around the perimeter of the entire track to pick up surface runoff from the track.

A total of 800 cubic yards of concrete
(Please turn to page 14)



Construction site, taken from the press box on June 25, about five weeks into the project.



A week later on July 2, showing progress on preparing the field for the installation of the Field Turf synthetic surface.



Sargent crews construct the field starting with a layer of select gravel borrow (the brown material in the above photo), covered by a nonwoven geotextile fabric (black material). A series of 1"x12" corrugated HDPE drainage lines was placed on top of the fabric and covered by a layer of drainage stone (the gray stone material). Finally, the entire field was covered by a 6" layer of the drainage stone and a 2" layer of finishing stone (a fine crusher dust material), which was the final layer below the Field Turf synthetic surface.

Sargent crews construct state-of-the-art fields for Colby

(Continued from page 12)

was needed for the trench drains, concrete steps, side-walks, and event fixtures, including the steeplechase pit.

Jim said the field was the easy part of the project.

After the field was constructed, the crews spent many hours assembling the intricate track and field equipment, such as hammer and discus cages, soccer goals, football goalposts, shot put rings, pole vault equipment, and long jump and triple jump equipment, as well as electronic scoreboards, photo-finish cameras, and timers.

“We had three tractor-trailer loads of equipment that needed to be assembled,” Jim said. “Some of this equipment was as intricate as the cameras that take the photographs at the finish line to determine the winner of track events.”

The electronic equipment included three brand-new scoreboards for football, track and field, and soccer, and two delay-of-game timers, completely setup for wireless control.

A new Finish Link system uses a series of cameras and lasers to provide a photographic record of the finish of track events. The system is computer controlled, wireless, and integrated with the scoreboard.

“Sargent crews put all of this equipment together,” Jim said. “The electricians did the wiring, but Sargent employees took everything out of the boxes and physically assembled them on the field and track.”

* * *

In addition to the field improvements, Sargent completed a series of drainage improvements, including construction of a large retention pond and two small retention ponds, and the installation of 1,000 feet of 24” and 36” storm drain pipes and catch basins.

The ponds required 8,000 yards of excavation, a large quantity of riprap, and an outlet control structure.



Bird's eye view of Sargent crews preparing the shot put area.

The drainage work, which was done under a separate contract, was needed to handle the runoff from the new athletic fields.

* * *

Dave Preble was the estimator for both projects.

John Koch, Howard Martin, Gary Tardie, and Jim Legasse were the foremen on the field improvements. Jeff Bennett and Gary Tardie were the foremen on the drainage project.

Dale Deblois, project manager for Colby College, worked day-in and day-out with the project superintendent and the Sargent field personnel.

Mohr and Seriden was the engineer for the ponds, and Stantec was the engineer for the fields.

A number of subcontractors played important roles in the success of the project.

Northeast Turf, a company started by former University of Maine football star John Huard, installed the “Pro Series”

Field Turf surface for the football field.

Copeland Coatings of Nassau, N.Y., installed the rubberized coating for the track that surrounds the football field. The owner of Copeland Coatings had a personal interest in the job because his son was a member of the Colby football team.

Electrical Systems of Maine, working with Musco Lighting of Massachusetts, installed pro-style stadium lighting for the fields. The poles for the lighting ranged from 80 to 100 feet tall, making the lights visible from I-95.

Thirsty Turf of Portland installed irrigation equipment for the portion of the fields—about four acres—that will have natural grass.

Peter Lyford, Inc., of Hermon did the landscaping, including seeding, sod, and planting.

C.A. Newcomb of Carmel installed approximately 10,000 feet of permanent and temporary fencing.

Pike Industries of Lewiston did the paving.

Sargent Corp working on ramp repairs for Maine Air National Guard

Sargent Corporation has been working this summer and fall as a subcontractor on a major runway pavement repair project for the Maine Air National Guard at Bangor International Airport.

Sargent has a \$1.7 million contract as a subcontractor to the Lane Construction Corporation. Lane, in turn, is a subcontractor to CCI, Inc., on the \$13 million project.

Sargent Corporation mobilized to the site in early May to help with the demolition of the existing PCC pavement. Lane had hired a subcontractor to use a "sonic breaker" to pulverize the concrete pavement so it could be removed. However, this did not break up the concrete enough, so Lane asked Sargent to bring in a hoe ram to start breaking up concrete slabs until they could move a "guillotine" in to break the remainder. Sargent also demolished and loaded out the existing concrete trench drains.

In early June, Sargent moved in a dozer and crew to push up and remove approximately 20,400 cubic yards of aggregate base gravel after the PCC pavement had been removed. This material was hauled to an onsite waste dump by a 35-ton haul truck.

In mid July, Sargent started installing the drain pipes and structures. The structure deliveries did not meet the schedule, so the crews installed the structures that arrived, but also started installing pipe without structures to try to keep on schedule. As of the end of September, approximately 3,000 feet of 4" to 16" PVC drain pipe still had to be installed, along with 1,000 feet of 18" to 30" RCP drain pipe.

Sargent's contract calls for the installation of 23 drain structures throughout the three phases of work, including three diversion (DV) structures weighing between 55 and 59 tons. A 450-ton crane from W. H. Greene & Sons was mobilized in to set the three DV structure sections. A certified lift plan and procedure had to be developed, reviewed and followed on all lifts on the project.

A D6N dozer with GPS was also mobilized on numerous occasions to place approximately 7,000 cubic yards of coarse aggregate base material as the project moved along.

The project is scheduled to be complete in late October of 2008.

For Sargent Corporation; Dave Preble was the estimator, Richard Gushue is the project superintendent, Ian McCarthy is the project manager and Wanda Landry performed the field cost management duties.



Sargent crews install a deicing line for the Maine Air National Guard at Bangor International Airport.



A 450-ton crane picks one of the DV structures from the lowbed and prepares to put it into position.



Jake Harris's crew installs the 10' corrugated metal pipe (CMP) stormwater detention system at Bangor Wal*Mart.



Curt Van Aken's crew installs the underdrain system for the StormTech stormwater treatment system.

Sargent crews preparing site for Wal*Mart in Bangor

Scott Blanchard and crew have been hard at work since Memorial Day constructing the onsite portion of the Bangor Wal*Mart sitework package. Sargent Corporation was awarded the contract on May 15.



Stream enhancement riprap now protects an old, eroded streambed leading to Penjajawoc Stream.

The site is located adjacent to the Penjajawoc Stream on Stillwater Avenue in Bangor. Due to the sensitive nature of this stream and the stringent Wal*Mart SWPPP requirements, working on this project has posed many challenges.

Throughout the summer months crews have been moving the nearly 100,000 cubic yards of material necessary to bring the site to the required subgrade elevation. This work included blasting approximately 30,000 cubic yards of ledge, which is being crushed for use as gravel in the paved parking areas.

Drainage crews are busy finishing the top backfill layer for the largest of the five underground detention systems specified for the project. This half-acre detention system is designed to store and partially treat the runoff from the 11 acres of parking area that are included in the project.



Crews install the underground StormTech system, which will treat stormwater before it leaves the site.

In addition, Sargent crews continue to put the finishing touches on the 600,000 gallon CMP (corrugated metal pipe) underground stormwater detention pond located at the rear of the building. Once this is complete, the retaining wall subcontractor will finish constructing the highest of the three on-site retaining walls. Once the 20' high retaining wall is complete, RL Spencer, the general contractor on the project, will begin placing heavy duty concrete paving in the area.

In addition to the on-site work, Sargent crews led by TJ Langerak have been busy constructing the off-site infrastructure upgrades required to locate the store on Stillwater Avenue. This work has consisted of a lane widening for Stillwater Avenue and Hogan Road, replacement of the aging Penjajawoc pipe arch culvert that crosses Stillwater Avenue, installation of Redi-Rock retaining walls on both ends of the box culverts, and numerous traffic signal upgrades.

Due to the sensitive nature of the Penjajawoc Stream and the heavy traffic volumes experienced on Stillwater Avenue, constructing the 13 section 9'x12'x7' precast box culvert sections posed many challenges.

Crews first had to divert the stream around the installation area. A temporary bypass pump system was installed to divert the flow from Penjajawoc Stream through hoses installed in a sleeve under Stillwater Avenue. Then the crews removed the existing pipe arch to accommodate the new precast box culvert sections. In order to minimize the impact to local traffic, this work was performed at night, when the

(Continued in next column)



Sargent crews place sand layer and sump stone at the SAPPI secure landfill.

6.5-acre cell completed at SAPPI landfill in Skowhegan

A new 6.5-acre secure landfill cell for ash waste has been completed at the SAPPI landfill in Skowhegan.

The landfill serves SAPPI's Hinckley mill in Skowhegan.

Operations manager Jim Conley said Sargent Corporation crews completed the project on a very demanding schedule, as the mill was running out of space for ash disposal.

"The project needed to be completed by October 18," Jim said. "Our crews had the cell ready to accept ash on October 15th, three days, before the deadline."

The project required 67,000 yards of excavation to construct the cell to subgrade, 24,000 yards of sand placed in two layers, and 10,000 yards of clay.

A geomembrane liner system was placed above the clay layer by RTD



Liner crews install HDPE geomembrane in the secure landfill cell.

Enterprises of Madison, Maine.

The project also required refurbishing of an existing pump station and installation of two new pump stations and 7,700 feet of leachate collection pipe, leachate

detection pipe, and underdrain pipe.

Some 3,700 yards of gravel were needed for new gravel roadways. Approximately 2,000 feet of access road had to be paved, and 2,200 feet of fencing had to be installed.

Dan Kochis was the superintendent, John Sturgeon was the project manager, and Dave Preble was the estimator. The foremen were Chris Bailey and Chris Lee.

The engineer was Sevee and Mahar Engineers, Inc. of Cumberland, Maine.

American Concrete was the subcontractor for the pump station fabrication and mechanical piping. Other subcontractors included Maine Electric Company, Newport Fence, Gary Pomeroy Logging, Ted Berry Company, Norpine Landscape and Bruce A. Manzer, Inc.

Site work for Wal*Mart in Bangor

(Continued from preceding page)
entire road could be shut down to traffic to maximize production.

Onsite crews will continue to work throughout the fall months completing remaining underground detention systems, the parking area construction, curbing installation, retaining wall construction, and other site improvements

Offsite crews will be working on installing finish pavement on all areas of

the offsite work by the fall paving deadline imposed by the MDOT. Later in the fall crews will be working out of the paved areas on driveway entrances and traffic signal upgrades.

The store is scheduled for turnover to the owner on May 11, 2009.

The project was estimated by Mike Thibodeau, Mike Vining, and Dave Preble. Dennis Bemis and Ben McQuade performed the field cost management duties.

Sargent completes football, field hockey fields at UMaine

Sargent Corporation entered into a design-build agreement with Northeast Turf and Sebago Technics Engineering in early March to install artificial turf on Morse Football Field and Mahaney Baseball Diamond at the University of Maine, and construct a brand new field hockey field on the Orono campus.

Due to funding restrictions, the project was split into two phases, the first being construction of Morse Field and the field hockey field.

Crews immediately started work on the field hockey field which is located directly adjacent to Mahaney Diamond. The work included tilling and grubbing 1,400 cubic yards of existing topsoil, installing approximately 1,100 feet of perimeter drainage piping and structures along with approximately 2,000 feet of J-drain which runs across the field connecting into the storm drain to drain the field. Sargent also imported 1,400 cubic yards of a sand drainage buffer layer, then 2,000 cubic yards of a stone drainage layer, which Chris Dean placed using a Cat 277 track skidsteer.

After the field base was constructed, Wayne Ireland used the Cat 143 grader with the Topcon GPS system to finegrade the new field in record time. Northeast Turf then mobilized to the site to install the underlying E-Layer, which is a hard rubber surface placed like pavement, and the new synthetic turf playing surface.

In early June, crews shifted their focus to Morse Field. The first step of the process was to gain access to the field without allowing heavy equipment to travel on the existing rubber track that surrounds the field. Welding foreman Red Rancourt and his team assisted the onsite crews with the installation of a 40' steel/wood bridge to span the track and allow heavy traffic to access the football field area.

With the bridge in place, crews began removing the existing AstroTurf and



The University of Maine football team practices on the new Field Turf synthetic surface that was installed this summer at Alfond Stadium, while Sargent crews prepare the subgrade at the Mahaney Diamond. Behind Mahaney Diamond is the new field hockey field.



Sargent crews prepare the subgrade with the underdrain installed at Mahaney Diamond.

E-layer that Sargent crews had installed many years ago. During the removal process the Owner decided to extend both end zone safety areas. Crews incorporated this additional work seamlessly with the existing scope of work and all of the base preparation was completed within the original scheduled durations.

Once the base was complete, slipform curbing was placed on both ends of the field and cut the existing sideline concrete anchors and trench drains to accommodate the new synthetic turf.

Once again Northeast Turf mobilized to the site and installed the synthetic Field Turf surface, custom logos, and the rubber/sand infill mixture. The project was turned over to the owner in early August to allow the Black Bear football team to practice on the new surface before the first home game in September.

Work on phase 2—the Mahaney Diamond field—kicked off in early September. Crews have stripped 1,700 cubic yards of topsoil from the field and are working on removal of the 5,500 cubic yards of excavation and 7,000 linear feet of J-Drain and storm drain piping required to adequately drain the field.

By late October, crews will have the 4,000 cubic yards of stone placed and finegraded. Once that is complete Northeast Turf will mobilize to install the synthetic Field Turf and the rubber/sand infill to complete the project.

Tim Herbold and his crew did a remarkable job at completing the work in a short time frame with multiple changes to the scope of work. Craig Shorey was the project manager, Steve Perry was the estimator, and Wanda Landry performed the field cost management duties.

New access road to add 60 acres to landfill footprint

Sargent Corporation is building a new access road into Waste Management's Rochester, N.H., landfill that will allow the company to expand the footprint of the landfill by about 60 acres, adding approximately eight years to the life of the facility.

The current access road is in an area of future development that includes phases 9 through 14. The new access road, which will be a little over a mile long, will circumvent that area and allow construction of those six phases.

The project will require 105,000 yards of excavation to fill, 120,000 yards of common borrow, and 14,000 feet of HDPE piping, including future gas line piping, ranging from 36" down to 10", and 8x12 and 6x10 dual wall leachate piping.

A total of 12,000 to 15,000 yards of rock will have to be removed. Sargent will crush this rock and use it for base course gravel, and also make 8,000 yards of riprap for the owner.

Work on the project began in July 2008 and will be completed by July 2009.

The project will also require relocation of the landfill's two existing scales and installation of a third scale. The end result will be two inbound scales and one outbound scale.

When foundations and surface paving are complete next spring, Sargent will



Sargent crew excavates a future cell to grade for borrow materials in the phase 9-14 section of Waste Management's Rochester, NH, landfill.

relocate the existing scale house and the two existing scales to the new location, probably over a weekend.

The third (new) scale will be put in place beforehand, so it will be available in case there is a delay in getting the other two scales in operation.

The landfill currently has one inbound and one outbound scale.

The project will also include a new underground leachate storage tank, along with modification of the interior piping of some existing leachate manholes to cleaning of the lines in the future. The

current piping configuration does not allow Waste Management to properly clean the existing leachate lines.

Steve Wight is the superintendent, Chris Horton is the foreman in charge of cuts and fills, Bob Lavigne is the site surveyor, and Roland Cloutier (on temporary assignment from the Mid-Atlantic Division) and Robert Jardine III are pipe foremen. Louis Hebert is the project manager, Steve Perry and Mike Vining were the estimators, and Colby Currier is the operations manager.

Sargent crews working in 2 areas at Norridgewock landfill

Sargent Corporation crews have been working in two different areas of Waste Management's Norridgewock, Maine, landfill.

In the Phase 11 portion of the landfill, the crews are removing the existing temporary HDPE cover system and starting to establish steeper side slope grades, increasing the slope from a 3:1 grade to 2.5:1 grade.

To do this, they had to take some material off the top and put it on the outside slopes to make them steeper, thus giving Waste Management a slope to build from.

They also repositioned about 1,500 feet of new 10" HDPE gas header and several thousand feet of 6" perforated HDPE pipe for gas collection and installed

several new well heads.

Waste Management placed all of their incoming trash into that cell, and as they got it up to the new design grade, they then started working their way out. Sargent put six inches of sand on the outside slopes, and prepared them for a new temporary liner.

Sargent crews have also been working on the Phase 8 cell at Norridgewock.

That work has included both gas collection work and preparation of about eight acres of Phase 8 for a temporary liner.

The gas collection work involved installation of 3,000 feet of 6" perforated HDPE pipe, 1,000 feet of 6" and 4" gas header pipe, and eight new gas collection wellheads.

The liner prep work included minor grading and hauling of sand and wood chips for a sub-base layer for the liner.

Work on the projects began in November 2007 and was completed September 5. The company will probably have to return in mid-October to complete the gas work in the Phase 11 area after Waste Management brings the waste material up to the proper grade.

Peter Broberg served as a supervisor before being transferred to a different job. Foreman Tim Blaise played a very instrumental role in putting the remaining work in place and getting the job completed.

Other key people were Leon King and Joe Underwood, laborers, and Pete Wasson and Dennis Presby, dozer operators.



James Burnette and Victor Sanchez fill in 10' deep pond with their D6N and D6R.



Finished run of chain link fence near one of the main entrances.

Crews complete pre-grading work on future Wal*Mart

Sargent Corporation crews have completed pre-grading work on the site of a future Wal*Mart Distribution Center in Princess Anne, MD.

The project originally called for the site to be graded to drain areas of standing water so it would not be deemed a wetland before the distribution center can be built.

However, when superintendent Jeff Marsh and project manager Travis Ridky arrived on site, they realized that the entire 40 acres would not have to be graded to achieve Wal*Mart's goal.

A revised grading plan was developed by Sargent and the project engineer, H+M Engineering, and Sargent crews ended up grading 20 acres instead.

The contract was awarded on April 11, 2008. The original completion date was June 1, 2008, but that was extended to August 8, 2008, to allow time to prepare the revised grading plan.

Approximately 20 acres were bushhogged prior to grading.

The project included approximately 23,000 cubic yards of excavation to fill, which was performed using a D6N dozer, a D6R dozer, and a pull-behind scraper.

Bulldozer operator James Burnett played a key role in the project for his work in fine-grading on very wet ground.

The project also included installation of approximately 7,500 linear feet of chain link fence with barbed wire around the perimeter to secure the site.

Pat Dubay was operations manager. Justin Porter was the foreman and SWPPP supervisor.



The finished site, prior to stabilization. Dozers are in the background fine grading.



A water cannon is being used at the finished site to promote faster grass growth, so a notice of termination can be filed to the Maryland Department of the Environment before winter.

Sargent Corporation 401(k) Update

As people watch the news and look at the stock market reports, they're understandably concerned about their investments, and what the market turmoil means for the future.

Lots of people—Sargent employees included—are asking questions like “What should I do about my 401(k) plan?” and “Who can I talk to about my investments?”

With that in mind, ON TRACK is planning to include a page or so in each issue to bring you up to date on the company's 401(k) plan and related issues. This fall, we'll start off by talking about Sargent Corporation's 401(k) Plan Committee, market volatility, and how to seek investment information and advice from Fidelity, the investment firm that manages Sargent's 401(k) plan.

Sargent Corporation's 401(k) Committee

Two years ago, the Sargent Corporation 401(k) Plan Committee was established. The members of the committee are currently Herb Sargent, George Thomas, Tim Folster, Karen Littlefield, Lynne Churchill and Jason Frederick.

The purpose of the committee is to oversee the investment options available to employees, review the performance of the funds offered in the plan, address any compliance issues associated with new and changing regulations, and monitor the overall quality and structure of the Sargent Corporation 401(k) Retirement Plan. We meet 3-4 times per year and with assistance from Fidelity, review the performance of the specific funds within the 401(k) Retirement Plan and trends of the financial markets in general.

Over the past two years several changes have been made to the plan. These changes included the addition of several funds to include a more diversified offering, the removal of sector funds as they did not seem to be appropriate for a retirement account, the implementation of auto enrollment, changing the default investment option from a money market account to a Fidelity Freedom Fund corresponding to a participant's age and projected retirement date, the adoption of a

set of criteria called an Investment Policy Statement (IPS) to help evaluate funds within the plan, and several educational presentations during startup meetings. We feel the changes have improved the overall quality of the plan and have increased employee participation.

We feel it is important to provide you with updates, educational materials and resources and to continue providing you with information to assist in your retirement planning.

Please feel free to call any of us if you have questions, concerns or feedback regarding the past changes or future items you feel the committee should consider.

Market Volatility and Market Conditions

As you all know from your 401(k) statements, and from watching the news—the past few months and especially the past few weeks have been rough. However, there are several things that are important to remember during a volatile market. As we learned at the startup meeting the following holds true during a down market:

- We are buying shares and investing for retirement at a lower unit price.
- You still have the current year tax advantage of deferring on a pretax basis.
- Also, you benefit from the 50% company match up to 6%.

Below are some suggestions and advice offered by Fidelity in a recent article, “Seven Principles of Investing in a Volatile Market,” that was posted on its website.

The seven principles are:

- 1. Clarify your investment strategy.** Understand your time horizon, your goals and your tolerance for risk;
- 2. Match investments to your comfort level.** Make sure you are comfortable or at least able to stomach the short-term ups and downs of the market;
- 3. Diversity, Diversify, Diversify.** Help protect your assets by having various types of investments.
- 4. Invest for the long term.** Focus on long term trends and long term goals

rather than fixating on the short term fluctuations;

5. Don't try to time the market. To benefit from long term performance you must be invested in the market during both ups and downs. Not even experts can consistently time the market;

6. Do well “on average.” A consistent weekly investment strategy is a time proven technique known as dollar cost averaging. This helps even out the ups and downs and helps us all avoid the temptation of market timing.

7. Consider a hands-off approach. Some investors feel more comfortable with lifecycle funds. The Freedom Funds provide diversification, asset allocation while looking at a targeted retirement date with the goal of reducing volatility and risk.

You can find the complete article on the Fidelity website at www.401k.com

We encourage everyone to stick with it – you'll never regret saving too much for retirement.

Contacting Fidelity

As far as investment advice is concerned, we're not the people you want to talk to. We can help you with some of the nuts-and-bolts types of issues, such as how to change your 401(k) contribution or how to switch from one fund to another. But for investment advice, you should talk with your own financial advisor or contact someone at Fidelity.

There are three ways to contact Fidelity.

You can call Fidelity by phone at 1-800-835-5097 from 8 a.m. to midnight (EST), and a professional customer service representative will be available to assist you and answer any questions you may have regarding your 401(k) retirement plan.

You can use the Internet to access the Fidelity website at www.401k.com. Here, you can manage your account, view educational materials, use online workbooks to track your progress and email a customer service representative.

Finally, you can visit a Fidelity Investor Center. To find a center near you, go to www.401k.com and click on the “contact us” tab.

The Herb E. Sargent Way

2 Sargent scholarships now being offered

Two scholarship funds are being administered by the University of Maine Foundation that can help Sargent Corporation employees and/or spouses, children, and grandchildren get a college degree.

The **Herbert E. Sargent Scholarship Fund** was established in 1995 to benefit the University of Maine by providing scholarship assistance for undergraduate (associate or bachelor's degree) or graduate students who have either a financial need or high academic standing.

First preference is given to current employees of Sargent Corporation, or their spouses, children or grandchildren studying any discipline. If there are no students who meet those criteria, the second preference is for a state of Maine high school graduate who is majoring in Business Administration, Civil Engineering, or Engineering Technology, with emphasis on construction management.

The minimum award for each recipient shall be at least 15 percent of annual tuition or \$500, whichever is greater. The Office of Student Financial Aid at the University of Maine shall select the recipients.

The **Sargent Corporation Scholarship Fund** was established in 2008 to provide scholarship aid for deserving graduate or undergraduate students who are the spouses or children of current full-time Sargent Corporation employees. Applicants may be attending any educational institution offering at least a two-year degree, including community colleges and trade schools. However, students attending the University of Maine, Orono, are not eligible because they can apply for the Herbert E. Sargent Scholarship Fund.

The recipient(s) shall be selected by the Sargent Corporation Scholarship Fund Selection Committee. Selection may be based on the employee's length of service, whether the student is pursuing a course of study related to the construction industry, the student's demonstrated academic merit, and the student's service to his or her community.

Both funds are endowments, and only the income from each fund is used to provide scholarship assistance.

Thanks from Temple Academy

On behalf of the 125 students and families of Temple Academy and the entire congregation of Calvary Temple, we would like to extend our deepest gratitude and appreciation for the extremely generous donation of fill that we received from the Sargent Corporation. Our plans for a community playground simply would not have been possible without your donation of nearly 200 truckloads of fill and topsoil. Mike Light was a tremendous help as my direct contact person from the project at Colby College. The two drivers were wonderful, and Sargent was a delight to work with on this project. We hope to send you some photos of our finished project upon its completion. Again, thank you very much for your kindness and generosity.



Craig Riportelia, Lead Pastor
Calvary Temple/Temple Academy

We look forward to working with Sargent on other Iberdrola projects

Sargent has provided civil construction work for the Lempster Wind Farm, starting on 26 December 2007 and continuing through the present. During that time, Ms. Katrina Morgan has been the Sargent Civil Superintendent, with responsibility for all of Sargent's work on-site.

This is the first wind farm which Sargent has worked on for Iberdrola. You are likely aware that Iberdrola is the world's largest wind farm owner and operator, and has greatly expanded operations in the United States. We are currently constructing 13 different wind farms in the U.S. and will further expand for 2009 and 2010. As the Lempster Project Manager, I have discussed the project progress and work in detail with my managers, and we collectively have noted the outstanding work that Katrina and Sargent have done.

We look forward to working with Sargent in the future on other Iberdrola projects.

Edward J. Cherian
Project Manager

Many stepped forward to help 'Hike for Homeless'

Dear Hike Supporter,

Wow! Were we ever fortunate in terms of support for this year's Hike! As you know, this was our 13th annual Hike for the Homeless and the second year of our latest and best format, with advocates walking "on the streets where people live."

We needed and asked for a lot of help: participation (especially from students), prizes for the raffle, free printing of raffle tickets and "I'm Hiking For" cards and promotional material, permission to attend meetings, donations of food and drink for the walkers, publicity, transportation, and, of course, money!! And a LOT of people came through for the Shelter and those we serve.

You helped make a good event the best it has been to date: between 650 and 700 hikers at the waterfront, and our financial goal of \$30,000 (and a little more)! Thanks to you, we were able to achieve a level of awareness never before reached and held a fund raising event in which more than 95% of the money raised will go directly into operations and direct service! And you reminded us that all we really need to do is ask, and new members of an ever expanding team step forward to help!

Dennis R. Marble
Executive Director

Good Samaritan Agency says Thanks

Thank you for your \$100 hole sponsorship for our Good Samaritan Agency's 8th annual Women's Golf Tournament. We are pleased you were able to be a part of this year's event and because of your generosity; we raised almost \$8,000! Proceeds from this tournament will support our Agency's services for single parents, our childcare center, and adoption program. The agency has assisted single parents and families interested in adoption through out the State of Maine for 106 years. Thank you so much for your support of Good Samaritan Agency and the clients we serve.



Elaine Commeau
Chair, Golf Committee

The Herb E. Sargent Way



Sargent Corporation employees use their hard hats to spell out the United Way of Eastern Maine campaign slogan, "LIVE UNITED," at the campaign kickoff rally September 18 at Bass Park in Bangor.

Sargent employees kick off 2 United Way campaigns

Sargent Corporation has kicked off its employee United Way campaigns in both the New England and Mid-Atlantic divisions.

Allyson Dougherty-Kill and Karen Littlefield will lead the campaign in the New England Division, while Kellie Kelliher will lead the campaign in the Mid-Atlantic Division.

The New England campaign will benefit the United Way of Eastern Maine; the Mid-Atlantic campaign will benefit the Rappahannock United Way.

Last year, Sargent Corporation employees in Maine and New Hampshire donated more than \$75,000 to the United Way of Eastern Maine, up from \$64,000 the year before. Last year's campaign was the first ever for the Mid-Atlantic Division, and employees donated \$2,506 to the Rappahannock United Way in a great first-year effort.

Employees can make their United Way contributions through payroll deduction,

which is the easiest way to donate to this worthy cause.

For every weekly dollar you donate, your name will be entered in the Sargent Corporation company incentive drawing, with the following prizes:

- Two \$25 Target gift cards.
- Two \$50 Lowe's gift cards.
- Two \$50 L. L. Bean gift cards.
- GRAND PRIZE \$100 gasoline gift card.

The United Way of Eastern Maine is offering a campaign-wide incentive drawing for people who donate \$2 a week and up.

The grand prize is a 2008 Jeep Compass, which is being offered in partnership with Darlings. The other prizes are a Schwinn scooter donated by Stanley Scooters, 500 gallons of heating oil donated by R. H. Foster, and a Kayak package donated by L. L. Bean.

Donors of \$2 or more per week are

eligible to win the Kayak package; donors of \$3 or more per week are eligible for the Kayak package and the heating oil. Donors of \$4 or more per week are eligible for the Kayak package, the heating oil, and the scooter.

Donors of \$5 or more per week are eligible for all four prizes.

What really matters is that your gift – a gift of any size – will improve the lives of people in our communities all year long, and United Way's annual campaign is the best way to invest in our communities. It improves lives and creates lasting changes in our communities. No one knows when they may need help from a member organization that benefits from the United Way.

Please join this year's efforts by contributing to the Sargent Corporation United Way employee campaign – fill out your pledge card when your employee campaign chairs come to your jobsite.



THE COLBY COLLEGE FOOTBALL FIELD now has Field Turf synthetic surface and pro-style lighting, which is visible from I-95. The new football field was the centerpiece of a large-scale project to construct state-of-the-art athletic facilities at the Waterville, Maine, liberal arts college. Story, more photos on pp. 12-14.



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

HERB SARGENT, President
DAVE WOLLSTADT, Editor

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