

The Magazine of the Maine Better Transportation Association

# MAINE TRAILS



What it means  
to be essential

The Rowley Agency: Honesty,  
integrity and professionalism





THE **NEW** BOBCAT E145 EXCAVATOR IS ALL YOU.



*One Tough Animal.*



Authorized Bobcat Dealers:

**JORDAN EQUIPMENT CO.**

18 Blackstrap Road | 35 Dave's Way  
W. Falmouth, ME | Hermon, ME  
207-797-2240 | 207-848-9036

[www.jordanequipment.com](http://www.jordanequipment.com)

PARTS • SERVICE • SALES • RENTAL

The E145 is the biggest excavator in the Bobcat® equipment lineup, delivering unbeatable performance and productivity for difficult jobs while retaining great maneuverability. This powerful machine delivers leading lift capacity and impressive reach. Combined with a large-frame Bobcat loader, it will give you exceptional jobsite productivity.

Bobcat®, the Bobcat logo and the colors of the Bobcat machine are registered trademarks of Bobcat Company in the United States and various other countries. ©2020 Bobcat Company. All rights reserved.



- Heavy/Highway Construction
- Underground Utility Installation/Repairs
- Commercial Site Preparation/Construction
- Airport/Airfield Construction
- Wetland Construction/Remediation
- Bituminous Pavement Installation
- Cold Milling and Reclaiming of Existing Pavement
- Aggregate Production and Sales
- Bituminous Pavement Production and Sales
- Crane Work
- Snow Removal/Winter Services
- Design-Build Projects

Stone, Gravel and Hot Mix Available Saturdays 6:00 am-1:00 pm during paving season (please call the day before for large volumes)

Office: 207.729.3331 | Fax: 207.725.0926 | 103 Lewiston Road, P.O. Box 5001 Topsham, Maine 04086  
An Equal Opportunity, Affirmative Action Employer



Augusta • Bangor • Lewiston • Portland

bandag  
ISO  
9001:2015  
Certified

**Bandag Retreading**

ISO 9002 certified since 2000

OTR tire specialists- OTR tire repair

Heavy Duty Boom Trucks in all locations

Bridgestone Firestone Michelin Tires



**1-800-244-8221**



207 PERRY ROAD – BANGOR  
 17 HOULTON RD. – PRESQUE ISLE  
 2160 HOTEL RD. - AUBURN  
 837 PORTLAND RD. – SACO



When **quality & dependability** matter, depend on Whited Truck Center!!



4 LOCATIONS FOR SERVE ALL YOUR TRUCK & TRAILER NEEDS!



**We roll out  
 the black carpet  
 just for you!**

**Larry Hutchins**  
 (207) 831-1871  
 larry.hutchins@bitumar.com

# The Demand To Expand



## Increasing Capacity To Serve Our Customers Even Better

In response to growing customer demand for our cement, we are proud to be expanding several of our facilities to add storage and loading capacity. We are adding two new cement silos at our Port-Daniel—Gascons plant and are working on plans for a future rail yard there.

In the U.S., our Bronx terminal has doubled its loading capacity and a second truck loading lane is now fully operational. In Providence, we are constructing a new 40,000-metric ton warehouse, which will bring the total storage capacity to 75,000-metric tons. We are also adding a new truck loading lane, which will be commissioned in time for the 2020 spring construction season.

Our success is a direct result of the relationships we have established with our customers. They are at the heart of all we do, and we are extremely grateful for the trust they place in us.



*High Standards. Customer Conscious.  
 Ecologically Sound.*

[www.mcinniscement.com](http://www.mcinniscement.com)  
 1.888.MCINNIS (1.888.624.6647)

**WE DO  
 ONE THING  
 AND WE DO  
 IT RIGHT,  
 SHIPPING.**



With authority in 48 States and Canada, our logistics company specializes in flat and step deck services. From coast to coast, we've got you covered.



Call us today!  
 207.582.5019

FOR MORE INFO, CHECK OUT:  
[www.ejprescott.com/services/pep-transportation](http://www.ejprescott.com/services/pep-transportation)

*Because roads don't always follow  
 THE STRAIGHT AND NARROW,  
 MAKE SURE YOUR GUARDRAILS  
 are from a company that does.*

Maine's most trusted source for quality wood, galvanized and Corten steel guardrails.

(207) 829-5549 • [MAINLINEFENCE.COM](http://MAINLINEFENCE.COM)





As the largest supplier of asphalt in New England and Atlantic Canada, you can count on us for the products you need, the quality you expect and the people you trust.

To learn more, call us at **1.866.865.8800** or email **IOCCustomerSupport@irvingoil.com**

**When it comes to Maine's economy,**  
there's no substitute for *built progress*.

Whether we're breaking ground for a new industrial facility, a major highway or airport, an elementary school or landfill site, the earthmoving professionals at **SARGENT CORPORATION** know that every successful project is a step forward for Maine.

Count on **SARGENT CORPORATION** to meet the demands of your next project with dedication, enthusiasm, and a sense of mission that you only get from people who truly love what they do.

**SARGENT CORPORATION**  
Excellence for Generations.  
AN EMPLOYEE OWNED COMPANY

Main Office: 378 Bennoch Road, P.O. Box 435, Stillwater, ME 04489 | | | sargent-corp.com | Phone: (207) 827-4435 | Fax: (207) 827-6150

The Magazine of the Maine Better Transportation Association

# MAINE TRAILS

## IN THIS ISSUE:



### PRESIDENT'S MESSAGE

**7 First and lasts.** Virtual meetings and seeing eye-to-eye on the transportation shortfall. **By Paul Bradbury**

### CALENDAR

**9 UPCOMING MBTA EVENTS.**

### ON RAMP

**11** A digest of recent transportation news.

### COVER STORY

**12 What it means to be essential.** Transportation works through the pandemic. **By Glenn Adams**

### MAINE NEWS

- 19 Question 2 passes.** Voters approve \$105 million bond.
- 23 Heavy load.** Maine's motorcoach industry hit hard by pandemic. **By Kathryn Buxton**
- 26 Rural roads and bridges.** New TRIP report targets needs in rural Maine.

### ASSOCIATION NEWS

**31 Together again, virtually.** Mills, Van Note speak at MBTA's first-ever virtual annual meeting.

### MEMBER NEWS

**41 Honesty, integrity, professionalism.** The Rowley Agency marks 36 years in Maine.



**47 Patrick Jordan.** Remembering a generous and good man.

### GUEST COLUMN

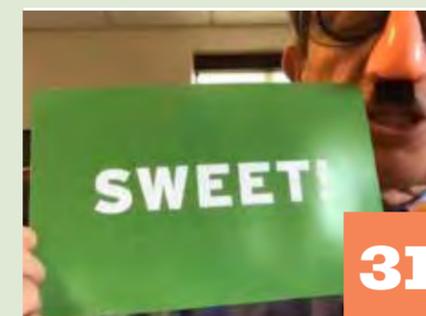
**49 A public health matter.** Bad roads and the legacy we leave. **By Brian Bouchard**

### MAINEDOT VIEW

**55 Unique challenges.** Taking care of Maine's coastal roads and bridges. **By Bruce Van Note**

### EXIT RAMP

**59 The longest road.** Route 11 is Maine's longest state highway.



**On the cover:** Setting barriers on the High Level Bridge. **MaineDOT photo**



## Maine Better Transportation Association

146 State Street ■ Augusta, Maine 04330 ■ (207) 622-0526 ■ FAX (207) 623-2928 ■ [www.mbtaonline.org](http://www.mbtaonline.org)  
 "Maine Trails" (ISSN-0047-5548 8) is published bi-monthly, for \$20 by the Maine Better Transportation Association, 146 State Street, Augusta, ME 04330. Periodicals postage paid at Augusta, Maine. Printed by J.S. McCarthy, Augusta, Maine. Postmaster: Send address change to: Maine Trails ■ 146 State Street, Augusta, ME 04330

**FLEXIBLE FINANCING + NO PAYMENTS UNTIL SEPTEMBER**  
**MADE FOR MORE TO KEEP PACE WITH YOU**



Plus, get up to  
**\$1,040,000**  
 in Section 179 Deductions  
 for 2020 Purchases!

If you've been waiting to make a purchase, now might be the best time to buy Morbark equipment. Right now, we're offering financing with deferred payments until September 2020 for qualified buyers on all Morbark brush chippers; Rayco stump grinders, articulated wheel loaders and forestry mulchers; and all Boxer mini-skid steers and attachments.

Call Beaugard Equipment today to discuss your financing options at **877-666-0580** and we'll get you the equipment you need!



**Scarborough, ME**  
 14 Gibson Rd.  
 Scarborough, ME 04074  
 207-885-0600

**Bangor, ME**  
 59 Contractor Dr.  
 Hermon, ME 04401  
 207-848-2050

**Caribou, ME**  
 323 Sweden St.  
 Caribou, ME 04736  
 207-498-3196

Visit us today at [www.beaugardequip.com](http://www.beaugardequip.com) | Find us on Facebook



**ASSOCIATION OFFICERS**

**President**  
**IRVIN SMITH**  
 H.O. Bouchard, Inc.

**Vice President**  
**TONY GRANDE**  
 VHB

**2nd Vice President**  
**ERIC RITCHIE**  
 Sargent Corporation

**Secretary-Treasurer**  
**MICHELLE IBARGUEN**  
 Cross Insurance

**Immediate Past President**  
**PAUL BRADBURY**  
 Portland International Jetport

**BOARD OF DIRECTORS**

**CHRIS ABOUD**  
 USI Insurance Service

**WAYNE BERRY**  
 Northeast Paving Co.

**PARKER BROWN**  
 Shaw Brothers Construction, Inc.

**GEORGE CAMPBELL, JR.**  
 Sewall

**TONY CARUSO**  
 Bangor International Airport

**DOUGLAS DAVIDSON**  
 Maine Turnpike Authority

**GREGORY DORE**  
 Maine Chapter APWA

**DEBORAH DUNLAP AVASTHI**  
 Androscoggin Bank

**TIMOTHY FOLSTER**  
 Old Town

**ALAN GOULD**  
 HD Supply/A.H. Harris

**JASON GRIFFITHS**  
 Pike Industries

**BRENT HARTLEY**  
 Brent K. Hartley, CPA

**LARRY HUTCHINS**  
 Bitumar, Inc.

**JEREMY JORDAN**  
 Chadwick-BaRoss, Inc.

**DANA KNAPP**  
 Concord Coach Lines

**PAUL KOZIELL**  
 CPM Constructors

**TREVOR KRAUS**  
 Irving Oil Terminals, Inc.

**RODNEY LANE**  
 Eurovia Atlantic Coast, LLC

**ROLAND LAVALLEE**  
 HNTB Corporation

**BRUCE MANZER**  
 Anson

**HON. THOMAS MARTIN, JR.**  
 Greene

**IAN MESSIER**  
 Crooker Construction LLC

**MIKE O'BRIEN**  
 The Rowley Agency, Inc.

**BRIAN RAYMOND**  
 Dirigo Materials

**STEPHEN SAWYER**  
 Sebago Technics, Inc.

**JASMINE STROUT**  
 Green International Affiliates, Inc.

**PAT SUGHRUE**  
 Cianbro Corporation

**CONRAD WELZEL**  
 Saco

**JON WHITED**  
 Whited Peterbilt of Maine, Inc.

**ERIK WIBERG**  
 R.W. Gillespie & Associates, Inc.

**EXECUTIVE DIRECTOR**  
**MARIA FUENTES**  
 Augusta

**PRESIDENT'S MESSAGE**

by Paul Bradbury, MBTA President



**Firsts and lasts**

**T**HIS is a column about firsts and lasts. These past 14 months, as MBTA president, I have been honored to experience some very important moments in our organization's history with a group of individuals who do so much for our state every day. I have watched over this time as our members have responded to extraordinary circumstances.

I will start by mentioning the most obvious. This is the first time our organization and our members have lived through a global pandemic. The last time something of similar magnitude happened was more than two decades before our group, originally known as the Maine Good Roads Association, was formed.

This pandemic, caused by a deadly virus most of us had never heard of six months ago, is the reason for many of these firsts:

- This is the first time in a long time that MaineDOT and our member contractors could work on I-295 in Portland and other traffic hot spots without nighttime closures.
  - This is the first time many of us have worn surgical masks on the job and realized that we were all "essential" workers. Though I would argue that the work we do on our roads, airports, ports, and rail to keep Maine communities connected to each other and the world was essential all along.
  - I am also willing to bet that these last few months were the first time that many of us attended a Zoom meeting and learned what happens when you forget to click on the mute button. Heck, I bet for most of us, myself included, this was our first lesson in mute button etiquette and how to use the reaction buttons (thumbs up!). My special talent is forgetting to hit unmute when I start talking.
- This is the first time in a long time we have had leaders in government and the transportation industry sit down at the same table for a frank discussion about how to re-imagine funding for our state's vast transportation network. I'm talking about the Blue Ribbon Commission on Transportation Funding, and the report the commission issued this spring that is going to be a great guide

**"This is the first time in a long time we have had leaders in government and the transportation industry sit down at the same table for a frank discussion about how to re-imagine funding for our state's vast transportation network."**

for the Maine Legislature as they take up this discussion in the year to come.

Because of the Blue Ribbon Commission, we have a data-based and realistic accounting for the funding gap - \$232 million a year - that MaineDOT has faced in recent years as it works to maintain our state's roads and bridges. That number is likely to change with the recent sharp decline in fuel tax revenues caused by the pandemic, but it serves as a good starting point for the substantive discussions of transportation funding that we need to be having. And that number also assumes a \$100 million general obligation bond every year.

# The Rowley Agency, Inc. is proud to announce five new additions to our Team of Insurance Professionals:

## New Benefits Department team members:



**Justin Clutter** comes to The Rowley Agency after graduating from Assumption College and working in Finance & Auditing since graduating.



**Matt Labbe** is a graduate of UNH and has worked in Underwriting for UNUM, Liberty and Lincoln Financial.



**Tim Truncellito** is a graduate of St. Paul's School and Wesleyan University and has been a part of Truncellito & Davis for 10 years.

## New Commercial Insurance Department team members:



**Jonathan Watkins** is a graduate of Kent State University and has been with Grange Mutual and more recently Cincinnati Insurance, performing several roles including Underwriting and Field Marketing.



**Tyler Halstead** is a graduate of Keene State College and was with AmTrust North America, with roles and experience in Loss Control and Underwriting.

*"The Rowley Agency, Inc., continues to find top talent to grow our organization to better serve the companies we partner with. We are pleased to have these individuals join our team and work towards building on the success that the Rowley Agency has had for over 50 years!"*

– Daniel R. Duhamel,  
Vice President



THE ROWLEY AGENCY



...an Assurex Global Partner

1-800-238-3840

www.rowleyagency.com

INSURANCE • BONDS • BENEFITS

A couple more firsts I would like to mention. This is the first time an MBTA president has served a term lasting one year and two-plus months. That makes my term different than the two Steves (Steve Dunlap and Steve Sawyer), who both served two full terms. My term, as you all know, was about to end right as COVID-19 made its way into our world.

Another first? This was the first time in our 81-year history that we've had a "virtual" annual meeting – and it was great to see so many of you looking well and having some virtual fun (I loved seeing everyone wearing their glasses and holding up the action cards) after four long months of social distancing.

Now for the lasts. This is my last column as MBTA president, although with luck, this is not the last time you will hear from me. I want to thank you for electing me to be your

president, and I want to thank the MBTA board for all of the support and help they have given me over the past 14 months.

And I want to thank my family for the support and understanding they have given me during the past year. MBTA president is a job that I have been honored to hold. This organization's mission is an important one – something that has become all the clearer during this time of firsts. Maine's roads, bridges, airports, bus terminals, railroads, ports and trails are what bring us all together and keep our commerce going. They get us to work and school and support us with deliveries when we must work and learn from home. They take us to staycations at Maine's beaches and hikes in our state's beautiful forests and mountains.

Our job is to move people and goods safely

and efficiently. That is something we have done proudly for 81 years now, and Maine is better for it.

Irv Smith, as you know, is our new president. He is a great guy, and having worked at H.O. Bouchard for more than 40 years, he has a unique and informed view of what Maine businesses expect and need from our transportation system. I wish him the best as he leads this important organization into what looks to be another challenging and productive year.

This organization is such a great group to be involved in, because of you –our members. You are an incredibly generous group of people – dedicated to your organizations, your community, and the transportation industry. You are also a fun group, and we are grateful for your support and your friendship. ■

# 2020 MBTA CALENDAR

**Thursday, August 6**

**AROOSTOOK COUNTY MEETING**  
Caribou Inn & Convention Center,  
Caribou

**Friday, September 11**

**FALL CONVENTION/OUTING**  
Samoset Resort, Rockport

**Saturday, September 12**

**FALL GOLF TOURNAMENT**  
Samoset Resort, Rockport

**Friday, October 2**

**PDH TOUR**

**Thursday, December 3**

**MAINE TRANSPORTATION CONFERENCE**

**Thursday, December 10**

**BANGOR AREA MEETING**  
Black Bear Inn, Orono

## A NOTE TO OUR MEMBERS:

Due to the coronavirus outbreak and meeting restrictions that are likely to continue for businesses and organizations in the state of Maine, the MBTA board of directors may need to make changes to the upcoming schedule. Please watch your e-mail, MBTAonline.org and MBTA's social media sites for updates as they become available. And please stay safe!

**Services Offered:**

- Bulk and Package Lubricant Delivery
- Bulk Oil and Grease Dispensing Equipment
- Equipment Loan Programs:
  - GRACO Lubrication Equipment
  - National Spencer Equipment
- Lubrication Equipment Service and Repairs

**GENERAL MANAGER**  
Michael Webb  
207-570-1178 cell  
207-942-4878 Dysart's  
mike@dysarts.com

**SERVICE PRO**

**PURUS**

# HEWS

TRUCK BODIES & EQUIPMENT

Made to Order. Made to Last.

## TASKMASTER HEAVY DUTY PLATFORM

### RUGGED | DEPENDABLE | LONG-LASTING

The HEWS Task-Master heavy duty platforms are engineered and constructed to be the strongest and most durable platforms ever built for a truck. Ideal for building supply companies, material handlers, equipment haulers, highway departments, pipe haulers...all heavy hauling jobs!

#### STRUCTURAL STEEL COMPONENTS CONTINUOUSLY WELDED SEAMS

BODY LENGTHS: 10' - 26'  
WIDTHS AVAILABLE: 96" / 102"

#### Standard Features |

- 6" Structural Steel Longitudinals
- 4" Structured Steel Channel Crossmembers (12" on Center)
- Gussets on Alternate Cross Members
- 6" x 4" x 3/8" Angle Side & End Rails
- 1-3/4" Maine Golden Oak Deck
- Steel Framed Headboard
- 6" x 4" x 3/8" Outside Verticals w/ Load Ears
- 11 GA Solid Steel Lower; Heavy Duty Flattened Mesh Upper
- I.C.C. Lights, Reflectors & Bumper
- Mud Flaps
- Painted BLACK & Undercoated

#### Preferred Options |

- Under Body Slider Track & Hook Rail
- Winch Binder w/ Straps
- Tie Rail w/ Stake Pockets
- Pull-out Step w/ Grab Handle
- Under Body Tool or Dunnage Boxes
- Smooth Steel or Treadplate Deck
- Reinforcement for Crane or Fork Truck Mounting
- Hydraulic Hoists & Liftgates



\* Selection of body and chassis CA dimension must keep within load restrictions of Gross Axle Weight Rating (GAW) and Gross Vehicle Weight Rating (GVW) for total vehicle.



190 Rumery Street, South Portland, Maine 04106 | 4 Ryan Road, Bow, New Hampshire 03304  
1.800.234.4397 | www.hewsc.com

# ONRAMP



## The future of commuting

WITH MILLIONS of workers around the world practicing social distancing and working from home, urban planners have been busy trying to define what kind of long-term impact COVID-19 travel restrictions will have on the workday commute.

Planners at the University of Amsterdam surveyed 1,014 individuals in the Netherlands, Germany, the United Kingdom, France and the United States and found that 69 percent of respondents missed their daily commutes. When that was broken down by the type of commute, 55 percent of car commuters said they did not miss their commute at all, while 91 percent of bicycle commuters reported missing some aspect of their daily trip to work.

A second survey of 800 commuters in the United States by an urban

planner at the Arizona State University, found that 68 percent of respondents expected that they would be working from home more often after travel restrictions were lifted. Fifteen percent said they expected to hail fewer rides and ride transit less frequently; less than 10 percent said they expected to spend less time in their cars, while 20 percent expressed a desire to bike and walk more often.

With fewer commuters relying on transit and potentially more bikes, pedestrians and cars on the road, planners are looking warily at what may be significant increases in vehicle traffic on the road and how our current roads can sustain them all. Stay tuned. ■

FMI: Researchers at ASU plan to continue expanding the survey. To view early results of the ASU study, visit [bit.ly/ASU-Commuter-Survey-Results](http://bit.ly/ASU-Commuter-Survey-Results). To take the survey, visit [bit.ly/ASU-Commuter-Survey](http://bit.ly/ASU-Commuter-Survey).

## It's a bird ...it's a plane

IN CASE you didn't know it, July 6 was Air Traffic Control Day. The *Maine Trails* editorial staff found out that fact while reading a post by U.S. Secretary of Transportation Elaine Chao on the U.S. Department of Transportation blog. Secretary Chao offered a shout-out, thanking "the men and women who do so much to keep America's busy skies safe."

The concept of air traffic control was first introduced at Croydon Airport, London, in 1920. According to Wikipedia, the airfield commissioned a wooden hut called the "aerodrome control tower," which stood 15 feet high and had windows on all four sides. In

1922, the U.S. Post Office introduced air mail radio stations (AMRS) to track postal service planes using tracking techniques developed by the U.S. Army during World War I. The first true air traffic control center, one that was charged with directing the movement of aircraft between departure and destination, opened in Newark, New Jersey, in 1936.

According to Chao, in pre-COVID-19 days, America's air traffic controllers handled more than 16,100,000 flights every year, with more than 14,000 air traffic controllers managing

"up to 5,000 planes in the air at one time, in 5.3 million square miles of airspace over land, and an additional 24 million square miles over water."

Chao wrote: "During the past several months, air traffic controllers have played an important role in keeping America's air space operational. . . July 6, 2020 is a great time to give a huge shout-out to Air Traffic Controllers for the GREAT job they've been doing! We appreciate so much everything you do for our country!" ■



Larry Major of Pike Industries presents a donation to Lakes Region General Hospital President and CEO Kevin Donovan accepts.



A MaineDOT crew demonstrates physical distancing.

# What it means to be 'essential'

As Maine slowed down in the early days of the pandemic, the transportation and construction industries stepped up and lent a helping hand wherever they could **By Glenn Adams**

**W**ITH CONSTRUCTION work deemed an essential service, many projects around Maine continued during the pandemic, but with new protective rules and a sense of common purpose as contractors shared, helped one another and faced challenges not seen previously.

MBTA members were on the forefront during the early days of the crisis, continuing work on transportation job sites throughout Maine, even as many businesses had to shutter their operations or send employees to work from home. They were also there to lend a hand

when they could, at a time when supplies and equipment were in short supply, and it was uncertain when supply lines would reopen.

## GENEROSITY AT WORK

Such was the case when MBTA member Langford & Low heard that their colleagues at Landry/French Construction, based in Scarborough, needed more HEPA Air Scrubbers, but due to the pandemic, couldn't find them anywhere.

Within the hour, Langford & Low owner Gus Doughty delivered some

of his company's spare air scrubbers to Landry/French's office in Scarborough.

"What an incredibly generous offer from another contractor," wrote Kevin French on the Landry/French Facebook page. "And as (Doughty) left, he said, 'Anything else I can do to help you guys out, let me know.'"

Pike Industries donated more than \$750 worth of aggregate materials to Lakes Region General Hospital in Laconia, New Hampshire. Pike said it "understands the recent outbreak of COVID-19 is, and will continue to be, a difficult time for the community. In this unprecedented time, the company continues to support the community and healthcare workers during these challenging days."

Kevin Donovan, president and CEO of the hospital, said Pike's action "is another great example of how this community comes together during these most challenging times."

Food security became a concern with the onset of COVID-19, and Sebago Technics was there when the Maine Society of Land Surveyors heard the call for help. MSLS chapters across the state donated \$8,800 to community service organizations in Maine. The Androscoggin Land Surveyors chapter alone contributed \$3,300 to the Good Shepherd Food Bank, which translated into 13,200 meals for people in need. Good Shepherd works with federal, state and local partners to ensure access to food for those in need all over Maine.

"Our profession is tasked with serving the welfare of society, the



Sargent Corporation employees Art Morin, Gene Trojano and Bobby Leland designed handwashing stations for employees to use at work sites. This one is at the Maine Turnpike open road toll facility project in West Gardiner.

community, and state," said Cassandra Quintal, a geomatic surveyor for Sebago Technics. "Providing hunger relief for Maine households, especially during this time, fits well with our service objectives."

A team of 15 Sebago Technics employee-owners also participated in a clean up day at Camp Susan Curtis in late June, helping the camp repair, maintain and improve the camp's facilities, including dealing with erosion issues at the site. The camp is owned and operated by a non-profit that provides outdoor experiences to economically disadvantaged children throughout the state.

## OF PPE AND OTHER ESSENTIALS

MaineDOT played a major role, too, helping the Maine Center for Disease Control and Prevention distribute more than 109,000 pieces of personal protective equipment (PPE) to healthcare workers statewide in early April.

The equipment was enough to fill seven MaineDOT box trucks and went to nursing homes, EMS providers, law enforcement and hospitals.

Production of medical swabs used to test for coronavirus got a boost from Maine companies. Puritan Medical Products and construction partner Cianbro announced in May plans to retrofit a 95,000-square-foot building in Pittsfield to produce an additional 20 million to 40 million swabs per month. Production in the Pittsfield plant, owned by Cianbro, was well underway this July.



Occupational Health



Individual attention. Team success.

We see each person as an individual. As your work force, they make a strong team. To complete the picture, you can't afford missing pieces. Our occupational health team helps you put everything together. We work with you and consider every individual to keep your team operating smoothly.

Contact us for more information: [workhealthllc.org](http://workhealthllc.org)  
1.844.WRKHLTH  
(1.844.975.4584)



**BUILDING WINNING PARTNERSHIPS FOR A LIFETIME.**

**We provide you with the bonding you need for a smooth road to success.**

**Learn more at [www.crosssurety.com](http://www.crosssurety.com)**

**Cross Surety, Inc.  
485 Main St  
Lewiston, ME 04240  
207-786-6750**



Sebago Technics employees took time out to help at Camp Susan Curtis' clean up day.

While looking out for others affected by the pandemic, construction companies did not overlook the health and safety of their own employees and employee-owners and put into effect in-house safety policies. For many, that meant closing their offices, authorizing some employees to work from home and making sure those on the jobsite had personal protective equipment and hand-washing stations.

**KEEPING JOB SITES SAFE**

Sargent Corp. distributed bright red face coverings printed with the company brand to employees at its job sites.

"This is an essential step we've taken to provide a safer environment for our employee-owners in the field," Sargent says on its web site. "Working together is what will help stop the spread, and we are thankful for working together with W.S. Emerson for our order!"

W.S. Emerson Company of Brewer makes a variety of branded apparel products, including protective masks, which the company has been selling to schools, including the University of Maine, hospitals, construction companies and others since the pandemic, a company official said.

Sargent Corp. also saluted shop employees Art Morin, Gene Trojano and Bobby Leland for their creativity in building hand-washing stations for the company's job sites.

Sebago Technics Inc. of South Portland thanked family members of its employee-owners for donating supplies and their time in making homemade fabric face masks for everyone in the company.

"In this unprecedented time, every little bit helps keep our community



MaineDOT employees were deployed during the height of the crisis to help deliver personal protective equipment to hospitals, nursing homes and other locations for the Maine CDC.

safe, strong and united," the company said.

Gorham Sand & Gravel, which reopened its offices to the public on May 6, said it was taking "all necessary precautions to keep our employees and customers safe and healthy."

**CONTINUITY**

The Maine Department of Transportation made a number of changes to ensure safety amid the outbreak. Those include updating its Continuity of Operations Plan, the way it receives and opens construction bids, and temporarily limiting public access to some of its buildings, Commissioner Bruce Van Note said.

"The dedicated men and women of MaineDOT are still working - most are doing so remotely or have jobs they can do outdoors. In all cases, we are following the advice of medical professionals when it comes to social distancing and other

efforts to slow the spread of COVID-19," the commissioner said in his message on MaineDOT's web site. "These are challenging times, but overcoming challenges is what we do."

To assist employers, Associated General Contractors produced a COVID-19 page on its web site that includes a "Best Practices Toolkit," a sample safe-passage letter for workers and other items. Some companies posted federal Centers for Disease Control and Prevention COVID-19 safety guidelines on their web sites.

Cote Crane-Rigging owner Dan Cote said it doesn't take a pandemic to convince construction companies to cooperate with each other in a time of need, even if they are competitors.

# BRENNTAG LUBRICANTS



With more than 90 years of experience and innovation, Mobil Delvac™ is a recognized leader in advanced heavy-duty lubricants.



- Engine Oils
- Gear Oils
- Grease
- Transmission Fluids
- Coolant/Antifreeze

Learn how Mobil Delvac can improve your business & get a FREE HAT!



Your equipment deserves Mobil.  
Your business deserves Brenntag Lubricants.

**Mobil Delvac**

**UltraPure DEF**  
DELIVERED NATIONWIDE

**Mobil Grease**

[www.BrenntagLubricantsNE.com](http://www.BrenntagLubricantsNE.com)

800-426-7754

“As far as helping each other out, that’s nothing new,” Cote said.

The Auburn crane and rigging company had a situation in which it was one of three bidders for a project and a competitor got the job. It turned out the winning bidder didn’t have a piece of equipment needed for the work, so Cote Corporation allowed the other company to use its own equipment.

“We’ll compete and we’ll bump heads, then we’ll help each other out,” said Cote.

One challenge of essential work is the possibility of exposure to the virus. The risk hit home in Maine’s construction industry in May as two state residents working at the

site of a new Maine Veterans Home in Augusta tested positive for the COVID-19 virus. A number of other workers connected to the site also tested positive. As a result, all of the workers who tested positive self-quarantined and the Maine Center for Disease Control and Prevention investigated which workers at the site might have been exposed and the site was temporarily shut down.

Cianbro Corp. of Pittsfield is the main contractor and VJS Construction Services of Pewaukee, Wisconsin, is a partner in the project, which is proceeding. Work at the company’s other Maine job sites has continued including on a bundle of bridges in Hampden.

The pandemic’s far-reaching impact on the economy has kept some Maine contractors awake at night thinking about how they can best prepare for the ensuing downturn that’s widely predicted. In some cases that’s involved reaching out to a higher power, as Sargent Corp. CEO and President Herb Sargent said on a “Dirt Talk” podcast.

“I’ve never been throughout my whole life a very religious person,



Cianbro crew members on a temporary bridge erected on I-95 in Hampden in early July.

but more and more I’m praying,” Sargent told interviewer Aaron Witt in early April. “I e-mailed a few of our team yesterday afternoon and asked if we could pray at the flagpole in the front yard this morning, and we did.”

“That’s not giving it all up to God, we’ve got to do our work too. But when it’s in the middle of the night – and I’ve had a lot of sleepless nights in the last couple of weeks – like most business owners and business managers, it’s just try to go to a place where it crowds all that stuff out, and for me, that’s what prayer’s done for me,” Sargent said.

Like other companies, Sargent’s main priority has been to keep

everybody safe. That’s resulted in policies to keep people on vacation from going back to work immediately, getting single-occupancy instead of double-occupancy rooms for workers on the road, having administrative staff work from home and keeping aware of social distancing, although “In our work we call it occupational distancing. We don’t get very close anyway,” said Sargent.

Maine’s construction industry employed more than 32,000 people during the second quarter of 2019, according to the state Bureau of Labor Statistics. Construction work also accounted for an estimated \$2.4 billion of the state’s gross domestic product in 2018, according to Associated General Contractors. Employment in Maine’s construction industry in June was down by 2.7 percent over the previous year, according to the U.S. Bureau of Labor Statistics. ■

ABOUT THE AUTHOR: Glenn Adams is a freelance writer based in Augusta. He is the former Maine State House correspondent for the Associated Press.

**FERGUSON**  
Waterworks

94 Pleasant Avenue, South Portland, ME 04106  
Phone: 207-767-6239 Fax: 207-767-6260

[www.ferguson.com](http://www.ferguson.com)



# REDI-ROCK® OF CENTRAL MAINE

A division of Haley Construction, Inc.

Supplying M.D.O.T. Commercial and Residential projects throughout Maine.

## Redi-Rock® & Redi-Scapes® are the World's Most Innovative Retaining Wall Systems.



- Retaining & Free Standing Walls
- Large Block Design
- Efficient Installation
- M.D.O.T. Approved Systems
- Engineering & Design Assistance
- Inventory, Service and Delivery
- Redi-Scapes® Attractive, Durable Small Block Retaining Wall System

# HALEY CONSTRUCTION

Transit Mix Concrete • Construction • Retaining Wall Products

165 Main Street, PO Box 339

Sangerville, Maine 04479

Tel: 207-876-4002 • Fax: 207-876-4421

concrete@haleyconstructioninc.com • www.haleyconstructioninc.com

Farmington 207-778-9990 • Greenville 207-695-3104 • Hartland 207-938-4949



# Question 2 passes

## Transportation bond sails through with 78% of vote

**V**OTERS APPROVED Question 2, the \$105 million transportation bond, with a 78.2 percent Yes vote at the July 14 primary election. The margin was the highest for a transportation bond referendum since 1997, although traditionally the transportation bond passes with overwhelming margins.

“Maine voters showed once again just how important transportation investment and the jobs that investment supports is to our state,” said MBTA President Irv Smith. “This bond and the \$275 million in federal, municipal and private matching funds it secures is going to be critical for our economy at this time.”

The bond includes \$90 million to improve highways and bridges statewide – among them the Madawaska International Bridge replacement project – and MaineDOT’s Municipal Partnership Initiative. The remaining \$15 million will be used for multimodal transportation projects, including transit, freight and passenger railroads, aviation, ports, harbors, marine transportation and active transportation projects and associated activities.

That investment, with the matching funds, will create and/or support an estimated 8,400 jobs in the Maine economy and promote safety on its highways.

### EXTRAORDINARY CIRCUMSTANCES

Passage of the bond was anything but assured due to the extraordinary circumstances of the vote. Governor Janet Mills announced in early April that the state would move the primary election from June 9 to July 14 due to concerns about in-person voting and spread of

the coronavirus. The additional time allowed towns and cities to prepare safeguards for voters and poll workers, as well as facilitate absentee voting.

At the time of that decision Mills said: “It seemed to me we would give people enough time to plan ahead. We want to preserve every Maine voter’s right to express themselves at the ballot box, to cast their vote and preserve our democracy.”

How and whether Maine voters would vote amid apprehensions about possible exposure to the coronavirus was a concern for state election officials. In a June 17 *Bangor Daily News* editorial, Maine Secretary of State Matt Dunlap likened the vote to the unknown variables NASA faced in preparations for the Apollo 13 moonwalk as he outlined steps that the state was taking for the vote.

Wrote Dunlap: “We’ve faced our own Apollo 13 scenarios in the Elections Division through this pandemic, and we feel confident that this election will be a successful mission.”

The biggest change in the primary this year is that it will be conducted on July 14 instead of the first Tuesday in June, as described in law. The other major changes include removing any and all barriers to absentee balloting; this includes the two business day blackout for anyone to obtain an absentee ballot before the election (for this election, voters can request an absentee ballot even on Election Day, in person) and the deadline for mail-in voter registration, which has been shortened from a 21-day deadline to seven days.

We’ve also made arrangements for personal protective equipment to be available to all poll workers, thanks to Congress allotting

more than \$3 million in the CARES Act to Maine. And while we’re encouraging folks to make use of Maine’s tried-and-true absentee ballot process, we anticipate that anyone who wishes to vote in person will be able to go to their polling place as usual.

Maine will continue accepting in-person voter registrations up to and including Election Day, but again we encourage folks to go ahead and complete that simple process ahead of time to avoid standing in lines at the polls or the town office on Election Day . . . we believe that the provisions already in place and modified by the governor for this election will allow every qualified citizen to vote without impediment or fear – and with the confidence that their voices will, indeed, be heard.”

### NOTHING FOR GRANTED

The transportation community advocated widely for passage of the bond. Maine Better Transportation Association was a chief organizer behind the Yes on 2 Coalition and many MBTA members wrote opinion pieces and letters for all of the major Maine newspapers. MaineDOT Commissioner Bruce Van Note also spoke on television, radio and in print to urge passage of the bond.

“If we don’t get this bond this year, there will be dramatic impacts on what we could advertise for projects starting as soon as July and August this year,” Van Note told the *Press Herald*. “If we don’t get this, there is no plan for what we do – we’ll have to cut capital projects.”

“We never take voters for granted and are very thankful for the ongoing support they’ve

## Yes on 2 Coalition members

ABC Maine  
AGC Maine  
Bicycle Coalition of Maine  
Hospitality Maine  
Maine Asphalt Pavement Association  
Maine Auto Dealers Association  
Maine Better Transportation Association

Maine Council on Aging  
Maine Forest Products Council  
Maine Port Authority  
Maine Section, American Society  
of Civil Engineers  
Maine State Chamber of Commerce  
Maine Transit Association

Maine Tourism Association  
Mid-Maine Chamber of Commerce  
Northern New England Concrete Promotion  
Association  
Portland Regional Chamber of Commerce  
Professional Logging Contractors of Maine  
TrainRiders Northeast



**PORTABLE EQUIPMENT**  
Sales • Service • Rentals

**DOOSAN**  
Portable Power

52 US Route 1, Scarborough (207) 799-1538 800-287-1538 tdmgo.com

shown transportation bonds. We don't prefer to do it this way but let's face it, we are in the middle of a huge economic disruption... so it is a risk but it was a calculated one and I have faith in the voters," Van Note told News Center Maine.

In the end, that effort paid off. While in-person voter turnout was low on July 14, there were more than 200,000 requests for absentee ballots. As of July 21, the unofficial

tally was 236,856 Yes votes and 66,028 No votes on the referendum.

The state Highway Fund is facing an estimated \$55 million shortfall for this biennium due to the recent decrease in vehicle traffic and fuel sales, and MBTA President Irv Smith called for the Maine Legislature to take steps to send another transportation bond to voters in November. Said Smith: "I hope that our state legislators take note of just how

important transportation is to Maine voters. They understand that we need to maintain our roads and bridges and how critical that is to our economy."

Thanks to the organizations who joined the Yes on 2 Coalition and helped spread the word among their members and colleagues to support investment in transportation. ■

## Airport grants announced

**P**ASSENGER TRAVEL at the Portland International Jetport plummeted 90 percent since emergency orders were announced restricting travel due to COVID-19. Pre-pandemic, about 80 flights came in and out of the Jetport each day. Now, there are roughly 10 per day.

Airports nationwide have also reported dramatic drops in the number of passengers, and for the Jetport, that has impacted its operating budget considerably. The Jetport is funded by passenger fees that are included in each ticket purchased, so when passenger travel drops, so do Jetport revenues.

The Jetport has received a grant of \$12.1 million from the Federal Aviation Administration through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The grant was officially accepted by the Portland City Council in early June.

That funding will be used to cover operating

expenses and debt service, according to Portland International Jetport Director Paul Bradbury.

The loss in revenue comes at a time when air travel to and from the airport typically is at its highest and right after a record number of travelers in January and February. The Jetport has been able to cut operating expenses by \$70,000 a month by imposing a freeze on all non-essential hirings and spending, and by reducing contracts for parking, security, baggage handling, passenger services and custodial services.

The federal funding, Bradbury told the *Portland Press Herald*, will cover the Jetport for nine to 10 months and prevent it from having to dip into the \$22.7 million it has in cash reserves, that are typically used for projects such as new restrooms, passenger lounges or the relocation of Transportation Security Administration offices. Bradbury

said he expects conditions to improve and passengers habits to return slowly as 2020 continues and 2021 approaches.

### EASTPORT AND WISCASSET

Given the sharp downturn in passenger traffic caused by the COVID-19 pandemic, two of Maine's smaller airports are getting a boost from the federal government to make improvements.

Eastport Municipal Airport and Wiscasset Municipal Airport are set to receive a total of \$545,000 through the U.S. Department of Transportation's Airport Improvement Program.

The larger of the two grants is a \$345,000 award to the Eastport airport to reconstruct more than 4,000 feet of existing runway and install other improvements. The Wiscasset airport will receive a \$200,000 grant for repairs to the facility's existing infrastructure. ■



**PLANT LOCATIONS:**  
982 Minot Ave., Auburn, Maine 04210  
Phone: 207-784-1388 | Fax: 207-783-4039  
1717 Stillwater Ave., Veazie, Maine 04401  
Phone: 207-947-8334 | Fax: 207-947-3580



## Maine State Ferry Service ridership rebounds slightly

**R**IDERSHIP FOR the Maine State Ferry Service in Rockland is down by 40 percent according to numbers released by MaineDOT in mid-July. That is up slightly from the previous month, when ferry ridership dropped nearly 60 percent in the weeks following Maine's first confirmed case of COVID-19.

Ferry service officials expect ridership to continue to be down for much of the summer, when the service typically benefits from seasonal visitors. With a decline in ridership comes a decline in revenue, which officials say will be offset by \$2 million in federal funding that the service recently received through the CARES Act.

"It is what it is. We're in the middle of a pandemic," Maine State Ferry Service Manager Mark Higgins told the *Bangor Daily News* in June. "I don't want to call [the loss of revenue] a disappointment because I do think it's responsible that people are not traveling like they normally would."

The Maine State Ferry Service is managed by MaineDOT and provides ferry service to Vinalhaven, North Haven, Matinicus, Islesboro, Frenchboro and Swan's Island. ■

FMI: To learn more about the Maine State Ferry Service, visit [www.maine.gov/mdot/ferry/](http://www.maine.gov/mdot/ferry/).

# A heavy load

Pandemic hits Maine's family-owned motorcoach operators hard, and the industry looks to Congress for help *By Kathryn Buxton*



Northeast Tour & Charter and V.I.P. Tour & Charter buses, ready to leave Maine for rally in Washington, D.C. in May.

V.I.P. TOUR & CHARTER CO.

**I**N MID-MAY, a convoy of 1,000 motorcoaches from Maine and across the nation headed to Washington, D.C. The destination was a “rolling rally” to bring attention to the industry which has been hard hit by fallout from coronavirus restrictions on travel and gatherings. The rolling rally made headlines in the news and opened doors on Capitol Hill for motorcoach operators looking to catch the ear of their congressional representatives.

Two months later, with social distancing in effect, Maine's family-owned motorcoach companies are still struggling, even as the state's economy begins to re-open. Some of the motorcoach operators in Maine have temporarily idled their buses. Others have been operating limited service while the state slowly reopens.

“We never closed down,” said Jason Briggs of V.I.P. Tour & Charter Bus Co. in Portland. Briggs ticked off the list of the typical customers the company sees at this time of year. “There are no cruise ships, no bus tours, no Red Sox, no trips to Foxwoods [the Connecticut casino], no school field trips or college events and very few summer camps are open this year. We had booked 200 weddings this summer, now there are only six.”

That is a far cry from a typical summer for the industry. According to a 2019 study from the American Bus Association Foundation, the motorcoach industry would typically have a \$1.1 billion annual impact on Maine's economy and supports more than 6,500 jobs. In 2018, the industry paid out \$187 million in direct wages.

### ‘IT’S PAINFUL...’

Briggs estimates that typically the company's eight buses log between 3,000 and 4,000 miles a day during the busiest days of summer. Now, V.I.P. is down to about 150 miles a day. Nationwide, motorcoach operators stand to lose nearly \$11 billion due to the pandemic, according to a June 19, 2020 report issued by the American Bus Association. That

represents a 71 percent decline in annual business, and many of Maine's operators are seeing an even greater decline, because the restrictions hit just as the industry was gearing up for the busy summer season.

Northeast Tour & Charter Co. in Lewiston also has seen a precipitous drop in business since mid-March, when Governor Janet Mills declared a Civil State of Emergency that closed schools and limited gatherings and travel. Since that time, both Northeast and V.I.P. were among the 75 percent of Maine businesses that received federal relief funds through the Payroll Protection Program (PPP). But those funds have largely been spent, and there is still no end to the pandemic in sight.

“It's extremely painful to see what's happening to my business,” said Scott Riccio of Northeast Tour & Charter Co., Inc.

John T. Cyr & Sons/Cyr Bus Lines, which operates out of Old Town, also faces uncertainty. Vice President/General Manager Mike Cyr estimates the company lost approximately \$4 million in revenue from mid-March to the end of June in both its motorcoach and school bus divisions. In addition to the lost revenue, the company is concerned about how it will address perennial staffing shortages that likely will worsen as Maine's economy continues to ramp back up.

“As far as drivers go, there was already a shortage,” said Cyr. “We fear that some of our drivers that are part-time may never want to come back. That would hurt. Especially if school departments want extra buses so kids can spread out.”

He said the company is also unsure whether school districts will be prepared to cover the added costs that are likely to come when schools and their bus services start up again.

Said Cyr: “Another unknown is how the school departments and the state will deal with the costs for all of the equipment, products and extra time for cleaning we'll need to have and are acquiring now. We have more than 200 school buses, so the cost to equip them all with hand sanitizer dispensers, keeping them full, and [installing] driver

ALL FROM A SINGLE SOURCE:  
THE WORLD'S #1 BRANDS  
FOR ROAD BUILDING.



Rely on the Wirtgen Group's full range of products for new construction and rehabilitation of roads. Our sales and service experts, based close to your doorstep, offer the expertise and all-round support you need.

ROAD AND MINERAL TECHNOLOGIES

www.wirtgenamerica.com

45 Dempsey-Greaves Lane  
Stillwater, Maine 04489



207-827-6193  
www.centralequipmentco.com

## Providing quality concrete products to Roadbuilders since 1963



- Bridge beams & deck slabs
- Wharf slabs & concrete piling
- Concrete pipe & manholes
- Box culverts
- Retaining Walls

# Strescon

Strescon is a member of  
the OSCO Construction Group



www.strescon.com • e-mail: sales@strescon.com • Precast Sales: 506-633-8877 • Pipe Sales: 207-368-5536



**SINCE 1924, WE'VE BUILT BRIDGE, HIGHWAY, POWER AND MARINE PROJECTS – AND A REPUTATION FOR EXCELLENCE.**



**WYMAN & SIMPSON, INC.**  
 General Contractors  
 910 Main Street, P.O. Box 40  
 Richmond, Maine 04357  
 207-737-4471 - fax 207-737-8565  
 www.wymansimpsoninc.com



A Northeast Tour & Charter coach at the rally in D.C. with the U.S. Capitol building in the background.

NORTHEAST TOUR & CHARTER CO.



*Maine's Off-Site Human Resource Department.  
 Servicing the Blue-Collar Industry Statewide from  
 Production to Construction and everything in between.*

*Certified Flagger Statewide*

*Call any of our 5 locations for more information & quote.*

**Maine Offices**

**BREWER:**

41 Acme Road, ME 04412  
 800-947-2166 / 207-989-1990  
 207-989-1978 Fax

**GORHAM:**

358 Main Street, ME 04038  
 207-839-5060  
 207-839-9060 Fax

**SANFORD**

15 Daigle Lane, Ste. 104, ME 04073  
 207-206-7290  
 207-206-7291 Fax

**SKOWHEGAN:**

91 Madison Avenue, ME 04976  
 207-474-5900  
 207-474-5994 Fax

**TURNER:**

1355 Auburn Road, ME 04282  
 207-225-5627 / 207-225-5629 Fax



**We Provide Innovative Solutions  
 For Engineering Challenges**



**Services**

- Land Surveying/Aerial Mapping & Laser Scanning
- Planning, Environmental & Traffic
- Highway, Rail, Airport & Maritime Design
- Bridge Design & Inspection
- Construction Management & Inspection
- Energy Services

**New England Offices**

- Eliot, ME
- Yarmouth, ME
- Manchester, NH
- Merrimack, NH
- Boston, MA
- Worcester, MA
- Needham, MA
- Glastonbury, CT
- Warwick, RI

[www.wsp.com](http://www.wsp.com)

barriers – if we have to – will be significant.”

**'COMFORTABLE AND SAFE'**

Those concerns are echoed by others in Maine's motorcoach industry as they look to see how they might be able to restart their businesses with physical distancing requirements in place and a public that may not be ready to get back on the bus. Having drivers and passengers feel comfortable and safe will be paramount.

“Like every other business that serves the public we have had to assess what we can do to ensure that our customers feel comfortable and safe using our service. That is especially true in public transit,” said Benjamin Blunt, vice president of Concord Coach Lines. His family's company has been working in recent weeks to modify Concord's fleet of motorcoaches, updating its terminals, expanding cleaning procedures, and adapting travel and ticketing policies to accommodate COVID-19 restrictions and allay concerns about safety.

“If folks do not feel safe riding our buses, then there is little else we can do to win their business. We are working on extensive precautions and protocols that include frequent disinfecting regimens, PPE and sanitizer availability, plexiglass installations, reduced capacities, and many, many other steps,” said Blunt.

**MAKING THE ROUNDS**

Briggs, Riccio and Blunt have been talking to their congressional leaders – Senator Susan Collins, Senator Angus King, Representative Chellie Pingree and Representative Jared Golden. Riccio said he was particularly grateful for the listening sessions he had with Senator Collins' and Representative Pingree's offices.

V.I.P., Custom Coach, Cyr and Northeast Charter participated in the May motorcoach rally in D.C., and Riccio said he also has spoken with Congressional leaders from Massachusetts, Rhode Island and Iowa – “anyone who would listen,” said Riccio, and that did shine light on some of the issues that his business faces.

Senator Collins, chair of the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, and Senator Jack Reed from Rhode Island, who is the ranking member of the subcommittee, sent a letter to U.S. Treasury Secretary Steven Mnuchin, urging the department to provide specific technical assistance and guidance to the motorcoach industry to help companies through this unanticipated downturn, and there was official clarification regarding requirements for the PPP loan forgiveness that

has helped.

Still, what federal aid they have received is “not enough,” said Riccio. “The PPP [federal loan] ended last week, and I had to furlough 96 of my employees. We are working a skeleton crew and doing one-eighth of the business that we would normally do. We haven't had a charter since March 16. It's just been really hard.”

Riccio applied for a 30-year loan from the Small Business Administration Economic Injury Disaster Loan program (EIDL). The company was qualified to receive \$2 million, but only received \$150,000. He is hoping that loan will see his company through until another possible injection of stimulus funding is approved by Congress. Still, he worries that for his capital intensive business – each motorcoach costs between \$500,000 and \$600,000 – that money may not go far enough.

**A PUSH TO SAVE JOBS – AND LINKS**

In early July, Senators Collins and Reed introduced the *Coronavirus Economic Relief for Transportation Services (CERTS) Act of 2020*, a bipartisan bill that would provide \$10 billion in emergency economic relief funding, in the form of grants (no less than 50 percent of total funding) and other economic assistance. The funding would be distributed through the U.S. Treasury to motorcoach operators and school bus companies. The bill, if passed, also would provide relief to flag passenger vessel operators, including ferries, and other transportation service providers designated by the secretary of the treasury in consultation with the secretary of transportation.

“Maine's bus and motorcoach companies provide good-paying jobs and offer critical transportation service to travelers, schools, sports teams, summer camps, and tour groups. Due to the COVID-19 pandemic, however, these small businesses are struggling,” said Senator Collins in a prepared statement. “Our bipartisan legislation will provide additional support for bus operators, passenger vessel operators, and other transportation service providers to help ensure that these critical links in our transportation systems remain strong.”

Whether or not CERTS will pass in Congress during a hotly contested election year is another question, and Mike Cyr said he hopes that even if it doesn't pass, there will be some form of federal aid for the motorcoach company on par with aid that has gone to the aviation and rail industries. “We know the federal government cannot keep printing money,” said Cyr. “I think they need to adjust how they distribute what they do. ■

Rural Connections

# Maine's rural roads, bridges need investment

## TRIP report reports gaping deficits in states' rural transportation networks

**A** NEW REPORT released on May 12 by TRIP, a national transportation research nonprofit based in Washington, D.C., evaluates the condition and safety of the nation's rural roads and bridges and finds that the country's rural transportation system faces a \$211 billion backlog in needed improvements to address deficient roads and bridges, high crash and fatality rates, and inadequate connectivity and capacity.

The report, titled *Rural Connections: Challenges and Opportunities in America's Heartland*, notes that addressing the nation's rural transportation challenges will require a significant increase in investment even as the tremendous decrease in vehicle travel due to the COVID-19 pandemic is estimated to reduce state transportation revenues by at least 30 percent. Many are looking to Congress to help replace that lost revenue with federal funding as a means to stimulate the economy and improve the safety and performance of the country's rural transportation network.

"The transportation construction industry in Maine stands ready to safely continue work on needed projects to improve our roads and bridges and keep our state's economy moving," said Maria Fuentes, executive director of the Maine Better Transportation Association. "With reduced traffic counts, these projects can be completed at an accelerated rate while our workers continue to take all necessary precautions to stay safe and keep working, while making needed safety improvements for the traveling public."

### MAINE RURAL ROADS, BRIDGES AMONG 'POOREST'

The report ranks the states with the highest share of rural roads in poor condition, largest share of rural bridges that are rated poor/structurally deficient, and states with the highest fatality rate on non-interstate, rural roads.

The report finds that Maine's rural roads and bridges have significant deficiencies in all three categories. Twenty-one percent of Maine's rural roads are rated in poor condition – the 10th highest rate in the nation – and 21 percent are in mediocre condition. Thirteen percent

## TAKE AWAY

- **TRIP ranked Maine 7th in the nation for the percentage (13%) of rural bridges in poor condition or structurally deficient.**
- **Maine was ranked 10th for the percentage (21%) of its rural pavement in poor condition.**

of Maine's rural bridges are rated in poor/structurally deficient condition, the seventh highest rate in the nation. Bridges rated poor/structurally deficient have significant deterioration to the major components of the bridge and are often posted for lower weight or closed to traffic, restricting or redirecting large vehicles, including agricultural equipment, commercial trucks, school buses and emergency service vehicles.

While Maine was not among the states with the highest fatality rate on its rural roads, the report found that the rate of traffic fatalities on Maine's non-interstate, rural roads is significantly higher than on all other roads in the state – 1.39 fatalities per 100 million vehicle miles of travel vs. 0.37. Rural roads are more likely to have narrow lanes, limited shoulders, sharp curves, exposed hazards, pavement drop-offs, steep slopes and limited clear zones

along roadsides.

"This report reinforces what many rural Americans already know – our country's rural infrastructure is crumbling. The competitiveness of our farmers and ranchers relies on an aging network of roads, bridges, waterways and railways that need an immediate infusion of investment dollars," said Todd Van Hoose, president and CEO of the Farm Credit Council.

### RURAL POPULATION INCREASING

The TRIP report found that America's rural population, which had declined slightly from 2010 to 2016, has since increased, adding an additional 54,000 people from 2016 to 2018. The modest rebound in rural population is likely a result of increased employment and declining poverty, the report found. The rural poverty rate, which is the percentage of people who are making below the amount of money deemed necessary to have a basic standard of living, decreased from 18.5 percent in 2013 to 16.1 percent in 2018, the TRIP report noted.

"You cannot stock grocery stores, resupply medical facilities and rebuild our economy on the backs of broken roads and aging bridges," said Stephen E. Sandherr, chief executive officer of the Associated General Contractors of America. "Without new federal funding, we will miss this unique opportunity, with traffic at record lows, to repair our

rural roads, protect countless construction jobs and restart our stalled economy."

An analysis of the Status of the Nation's Highways, Bridges and Transit, 23rd Edition, submitted by the United States Department of Transportation (USDOT) to Congress in 2019, indicates that the nation's annual \$28 billion investment by all levels of government in rural road, highway and bridge rehabilitation and enhancements should be increased by 28 percent, to approximately \$36 billion annually, to improve their condition, reliability and safety.

### A CRITICAL LINK IN CRISIS

The importance of the rural transportation system as the backbone of the nation's

energy, food and fiber supply chain has been heightened during the response to the COVID-19 pandemic. Addressing the nation's rural transportation challenges will require a significant increase in investment, but the tremendous decrease in vehicle travel that has occurred due to the COVID-19 pandemic is estimated to reduce state transportation revenues by at least 30 percent – approximately \$50 billion – over the next 18 months.

"The health of the nation's economy and the safety and quality of life in America's small communities and rural areas ride on our rural transportation system. The nation's rural roads and bridges already faced a significant funding shortfall, and that will

only be exacerbated by the looming reduction in state transportation revenues as a result of decreased vehicle travel due to the COVID-19 pandemic," said Dave Kearby, executive director of TRIP.

Said Kearby: "The economic recovery from the pandemic could be hastened by significant investments in our nation's transportation system to support job creation while making needed improvements to our roads and bridges that will serve our economy and enhance quality of life for all Americans for decades to come." ■

FMI: Download the report at [tripnet.org/reports/maine-rural-roads-trip-news-release-2020/](http://tripnet.org/reports/maine-rural-roads-trip-news-release-2020/).

**PORTLAND & MASONRY CEMENT**

**Route 1, P. O. Box 191  
Thomaston, ME 04861  
207-593-0100**

## GOING PLACES?

Membership in the MBTA makes getting there better. FMI: [mbtaonline.org](http://mbtaonline.org)

STATES NEWS

# State DOTs face deep shortfalls from COVID-19

## Industry renews calls to Congress for \$50 billion in aid

**E**VEN AS traffic levels recover from the steep declines this spring, states are having to make difficult funding decisions, in some cases drastic cuts to scheduled work to maintain and rebuild highways and bridges.

“There really is an urgency about finding direct assistance for state DOTs so they can continue to move forward with the projects they had planned for this summer,” Jim Tymon, executive director of the American Association of State Highway and Transportation Officials (AASHTO) told the *Washington Post*.

The American Road and Transportation Builders Association (ARTBA) has been tracking the effects of the coronavirus outbreak on state transportation departments since mid-March when states began taking measures to slow the spread of infection. The transportation advocacy organization estimates that states will see \$50 billion in lost gas tax revenues due to the steep decline in driving as daily travel halted during the height of the coronavirus shutdowns. ARTBA noted that at least 14 states and 19 municipalities have halted or delayed work on road and bridge projects – cuts that amount to an estimated \$8.5 billion in planned work so far.

### ONE STATE'S WOES

States that have announced cuts or delays to their construction programs include North Carolina, Missouri, Kentucky and Pennsylvania.

The challenges faced by the North Carolina Department of Transportation (NCDOT) are representative of those experienced in other states. Like many other states, NCDOT was experiencing a budget crunch even before the coronavirus struck, with a \$300 million shortfall during this fiscal year. NCDOT has budgeted for another \$370 million drop in funding next year.

With the pandemic, traffic volumes in North Carolina were down 40 to 50 percent in March and April statewide, and the state has trimmed its workload, cutting projects and pausing even the most routine maintenance projects, including resurfacing, repairs to storm-damaged roadways and mowing of medians and right-of-ways that have left state roads looking “sad,” according to one state engineer.

### LIMITS OF CARES ACT

During the early weeks of the pandemic, Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act that included \$36.1 billion in funding for the U.S. Department of Transportation to distribute. States had hoped that some of that funding could go to replace gas tax revenues they have lost during the pandemic. That hope was dashed when Congress issued clarification about the funding. Maine

## While some states scale back, MaineDOT forges ahead

WHILE SEVERAL STATES HAVE TRIMMED their highway programs, as they measure the economic fallout of the pandemic, MaineDOT has accelerated its program.

The department has stepped up spending, hoping to take advantage of favorable market conditions and lower-than-usual traffic on state highways. The state has added \$33.5 million in projects to its schedule and is putting an additional \$20.5 million in projects out to bid that had been delayed last year when bids came in higher than expected.

“We early on said we’re going to keep going,” MaineDOT Commissioner Bruce Van Note said at the MBTA Annual Meeting on July 9. “Other DOTs were stopping projects, and it’s a calculated risk.”

The risk comes as the state has experienced a sizable drop in traffic and subsequent drop in gas tax receipts. At the lowest point in the crisis, traffic was down by an average of 50 percent, and by early July had rebounded quite a bit, with traffic back to 85 percent of 2019 volumes.

Nevertheless, Van Note said that in discussions with Governor Janet Mills, the department factored several things into the recommendation to put out more work to bid, including moderating prices in the construction sector, the possibility that Congress would step up with support for state DOTs that have been hard hit by the economic downturn, and the fact that a \$105 million transportation bond was on the July 14 Maine primary ballot. That bond passed with a greater than three-to-one margin.

Van Note added: “The need will never be higher and interest rates will never be lower.” ■

has received CARES Act funding for transportation, including \$83 million for transit providers across the state, as well as grants for aviation including the Bangor International Airport, Portland Jetport and several of Maine’s smaller general aviation airports.

Still, that money has not helped fill the hole left in the budget when traffic dropped by more than 50 percent on Maine highways in March and April, causing a precipitous drop in gas tax revenues for the state. MaineDOT has estimated that the economic slowdown and subsequent decline in traffic will create a \$56 million shortfall over the current biennium that will end June 30, 2021.

As a follow-up to the CARES Act, the U.S. House passed the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act in mid-May with \$15 billion for state DOTs. As of press time, it is uncertain the Senate and House can agree on any further economic relief measures.

### BATTLE OF THE HOUSES

Many are hoping that Congress will be generous when it passes a new highway reauthorization bill. In an opening salvo, the House of Representatives passed the Moving Forward Act, a \$1.5 trillion infrastructure spending bill that includes a five-year, \$494 billion reauthorization, as well as initiatives to reduce transportation emissions, improve transit and advance alternative energy and sustainability. Transportation is the biggest contributor to greenhouse gases that



Installing construction barriers on the Piscataqua River Bridge. MaineDOT has taken advantage of lower traffic volumes to accelerate work on several projects.

cause climate change. The bill is a broad-based infrastructure spending bill that also calls for investments in broadband, hospitals, water and sewer systems.

Additionally, the Moving Forward Act would free states from the obligation to spend \$1 on transportation to earn \$4 in federal matching funds.

That bill, which passed 233-188 in the Democrat-controlled chamber, is not expected to go far in the Republican-controlled Senate. The White

House has promised to present a \$2 trillion infrastructure plan to Congress that would include the reauthorization, but that plan has yet to materialize. Meanwhile, the current reauthorization is set to expire on September 30 of this year.

### TIME TO INVEST

Transportation advocates say the time is ripe for investing in transportation infrastructure, particularly at a time when unemployment is high. Making a sizable investment in the nation’s transportation infrastructure would be a good way to address unemployment and keep dollars flowing in local economies across the country. It also would be an investment that would pay off not only now, as states struggle to restart their economies, but for years to come in reduced transportation costs for individuals and businesses. “The more you invest in infrastructure, it helps business productivity,” ARTBA Chief Economist Dr. Alison Premo Black recently told the *Washington Post*. “Otherwise, we will pay for it in terms of the rising costs of goods.” ■



Serving Maine for more than 30 years

VHB’s roadway, structural, traffic, environmental, and land development professionals deliver solutions that help Maine thrive.

www.vhb.com

Engineers | Scientists | Planners | Designers

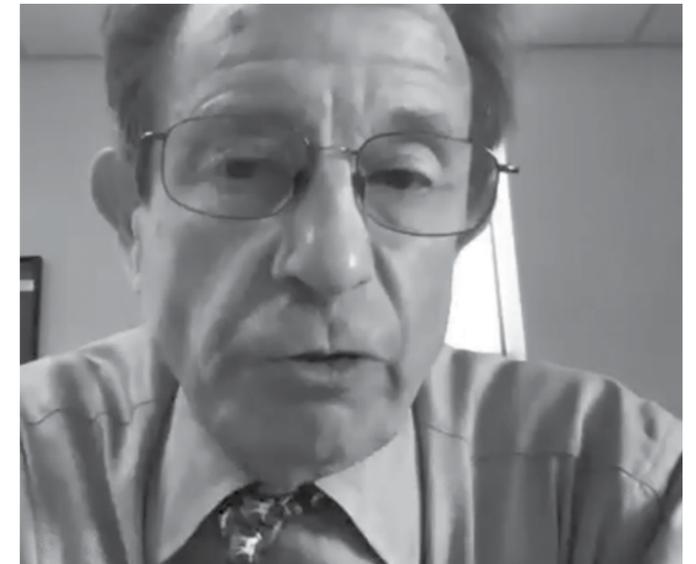
500 Southborough Drive  
Suite 105B  
South Portland, ME 04106  
207.889.3150





# Bonds...just Bonds!

103 Park Street  
P.O. Box 481  
Lewiston, Maine 04243-0481  
**office:** 207.753.7300  
**fax:** 207.753.7310  
**www.ssasurety.com**



MaineDOT Commissioner Bruce Van Note (left) and Maine Turnpike Authority Executive Director Peter Mills (right) at the July 9 MBTA Annual Meeting.

## Together again, virtually

Mills, Van Note speak and more than 165 members celebrate organization's 81st year in MBTA's first-ever virtual annual meeting

**M**AINEDOT COMMISSIONER Bruce Van Note and Maine Turnpike Authority Executive Director Peter Mills headlined a panel discussion at MBTA's 81st Annual Meeting, July 9, 2020. The two transportation leaders gave MBTA members and their guests an insider's look at how both agencies are faring as the state emerges from the coronavirus shutdown that went into effect in mid-March. Because of the coronavirus and physical distancing requirements, the meeting was held virtually with more than 165 members logging in from all corners of the state of Maine. In some cases, larger groups joined in at their workplaces between projects.

"Welcome everyone," said MBTA outgoing President Paul Bradbury peering into the camera on his video screen. "I am so glad to have this big screen in the conference room. I can see everybody so clearly and I am so pleased to be here."

As the meeting began, Bradbury encouraged members to open their "meeting kits" that had been distributed the week before. In the kits

were flashcards, party glasses and whoopie pies – the Maine state snack. The whoopie pie, Bradbury said, was representative of how sweet it was to be together after such a long time with the worst pandemic in 100 years having taken place since members last gathered in early March.

At the meeting, members also elected a new president, Irv Smith of H.O. Bouchard, who will lead the transportation advocacy group during the 2020-2021 year. They also bade farewell to outgoing president, Bradbury of the Portland International Jetport, who served an extended term due to the pandemic.

The organization also welcomed six new board members: Wayne Berry, Northeast Paving; Trevor Kraus, Irving Oil Terminals; Jeremy Jordan, Chadwick-BaRoss; Michael O'Brien, The Rowley Agency; Jasmine Strout, Green International Affiliates; and Jon Whited, Whited Peterbilt of Maine. In addition to President Smith, MBTA's new officers include: First Vice President Tony Grande, VHB; Second Vice President Eric Ritchie, Sargent Corp.; and Secretary-Treasurer

**SWEET!**

Michelle Ibarguen, Cross Insurance.

**SO, WHAT'S NEXT?**

That was the question on everyone's mind at the outset of the meeting, as members and guests looked out at the transportation industry as it works through a worldwide pandemic that has affected all forms of movement – particularly air, highway, rail and marine. Commissioner Bruce Van Note and Executive Director Peter Mills answered that question each in their own way. Van Note gave a look inside the decisions his department and Governor Janet Mills have been making to keep MaineDOT's capital program going in the near term during the pandemic – or "business unusual," as Van Note called the current situation.

"Bids were coming in . . . higher than 2019, but kind of what we expected," said Van Note describing the days leading up to the declaration of the Civil State of Emergency. "March 14 happened and then March 15, everything changed . . . Boom, everybody left."

The first question Governor Mills and Van Note grappled with was this: "Is construction an essential activity that continues, or is it something that shuts down like everything else?" The answer, construction – particularly infrastructure construction – is essential and would continue even as much of the state was closed to slow the spread of the coronavirus.

The second question? How much construction? According to Van Note, \$33 million more in projects have been added to the schedule to take advantage of favorable market conditions and lower traffic volumes which has made it easier to tackle work on some of Maine's busier highways.

A third question was on everyone's mind: How was Maine going to



pay for this?

Said Van Note: "We assumed either Congress would step up or this bond referendum coming up next week would pass, so we can keep going. Congress hasn't quite given us money that we can use yet for lost revenue, but we've still got the bond next week and if that goes, we're off and running. If the bond doesn't go . . . that will be a

very big deal." [Editors note: Question 2, the \$105 million transportation bond, did pass with a 78 percent Yes vote on July 14.]

Van Note also gave members insights into traffic and revenue. He said that traffic had rebounded significantly from March when movement across the state had slowed by 50 percent. By early July, he reported, traffic was down just 15 percent below 2019 levels. He noted that the department also had adjusted its revenue projections for the current biennium to be \$56 million lower or down 11 percent from pre-pandemic projections.

Van Note also teased the possibility of a second bond going out to voters in November, if the Maine Legislature comes back into session this summer. He also said the next big event on the horizon is the expiration of the current federal reauthorization on September 30. While the five-year authorization has not traditionally met September 30 deadlines over the past few cycles, MBTA is hopeful that with the economic uncertainty created by the pandemic, Congress will act without going to continuing resolution.

**THE LONG VIEW**

For his part of the panel discussion, the MTA's Peter Mills discussed how current events may impact the authority's long-term plans to complete

the widening of a six-mile section of the Turnpike from Scarborough to South Portland and undertake major projects including construction of the Gorham Connector.

"I'll start by just talking a little about traffic," said Mills. "I get asked about that all the time. Our car traffic is back to where we were in 2016, and revenue is down by 20 to 25 percent."

Mills noted that the rebound in travel by Mainers has far exceeded that of out-of-state visitors. He noted that local traffic was down by between nine and 10 percent from last year, while out-of-state traffic at "the big interchanges. . . York and Scarborough at I-295 is, interestingly enough, still down 25 or 26 percent."

Mills said: "We're very fortunate. As a toll road, even in contrast to those [toll roads] out-of-state, we're very fortunate. We've had some gruesome reports of fallen traffic and fallen revenue in other states to the point where they're begging for federal funds and federal support in order to bail them out and their numbers are pretty dreadful."

"What distinguishes us," said Mills, "is that we're a road that is so central to the Maine economy and so crucial that the traffic has continued using our road." He noted that even during the lowest point, there was an abundance of freight moving along the highway, as retailers rushed to restock stores that had been depleted by panic buyers during the shutdown.

Currently, Mills said, the turnpike has 17 capital projects underway,



and almost every major contractor in the state is working in some capacity on the highway. He said: "The silver lining was that this spring we got a lot of work done faster, cheaper and more smoothly than it might have been done had we had a full menu of traffic out there."

As a result, the MTA has accelerated work on the toll highway, including awarding a \$28 million contract to Shaw Brothers Construction for the first three miles of the Portland area widening project. Throughout, Mills and his staff have been keeping a close eye on the safety of the crews working on the road.

He said they have crews from so many Maine firms at work on the turnpike, ". . . Grondin, Wyman & Simpson, Reed & Reed, Shaw Brothers, Cianbro, CPM, Sargent, and we're very happy to have them working outdoors and, in my observation, honoring the distancing advice. . . . So far, I've got my fingers crossed, we've had no cases. Though its fairly obvious it's only a matter of time before we'll see some. . . it's somewhat unavoidable, but we've been very fortunate."

Mills also laid out the MTA's long-term plans: finish the Portland area widening; undertake reconstruction of several major interchanges (Exit 45 and the Saco and Biddeford interchanges) to improve safety and capacity; and start work on the Gorham Connector, for which the MTA has special legislative approval to issue a \$155 million bond.

Mills was sanguine about the outlook for the state of Maine, predicting that there will be a migration to the state from cities like Boston and



Pike crew on Main Street in Rutland, Vermont in 1885.

# Nothing beats experience

When you've been building roads for as long as we have, you learn a lot on the job. That's why you can count on Pike Industries to live up to any challenge and deliver your job on time, within budget and exceeding your expectations.

AGGREGATES • ASPHALT • RECLAMATION & RECYCLING • ASPHALT PAVING • HIGHWAY & SITEWORK CONSTRUCTION



A division of Oldcastle Materials. Maine regional office: 95 Warren Avenue- Westbrook, Maine 04092 207-854-2561 - www.pikeindustries.com  
Other convenient Maine locations: Augusta - Dover-Foxcroft - Fairfield - Lewiston -Poland -Prospect -Sidney - Wells



Top: Outgoing President Paul Bradbury (left) and incoming President Irv Smith (right) at MBTA's first-ever virtual annual meeting. Below, MBTA members tuned in from all corners of the state to wear funny glasses, toast new officers and board members and hear about what's next at MaineDOT and the Maine Turnpike Authority.



# 2020 MBTA ANNUAL MEETING

*Many thanks to our sponsors*

## GRAND



## EVENT



## PROGRAM



## DIAMOND

Hews Company LLC  
Pike Industries, Inc.  
Shaw Brothers Construction

## GOLD

AtWork Personnel Services, Inc.  
Central Equipment Co.  
Cote Crane-Rigging  
R. W. Gillespie & Associates, Inc.  
Haley & Aldrich, Inc.  
Kleinfelder  
McFarland Johnson, Inc.  
Nortrax Inc.  
Sprague  
Team EJP  
Travelers Bond  
John Turner Consulting, Inc.  
WSP USA  
Wellman Paving, Inc.  
Whited Peterbilt of Maine  
Wyman and Simpson, Inc.

## SILVER

Berkley Surety  
Casco Bay Transportation  
CHA Consulting, Inc.  
CQ Cement  
S. W. Cole Engineering, Inc.  
John T. Cyr & Sons, Inc.  
Dirigo Slipform  
Eaton Peabody Consulting Group, LLC  
GZA GeoEnvironmental, Inc.  
R. J. Grondin & Sons, Inc.  
Jordan Equipment Co.  
Bruce & Crystal Manzer  
Portland International Jetport  
Pratt & Sons, Inc.  
Skillings-Shaw & Associates, Inc.  
Thompson Aggregate  
UBS Financial Services



New York.

“The traffic will come back,” said Mills. “Houses are selling like hot cakes in Maine. There’s a big influx of people who have survived the virus and now people are moving here to get away, because their boss sent them home to work and now they say why don’t we work from here instead.”

### A BIG THANKS

MBTA officers and past presidents were instrumental in ensuring the annual meeting was a success, and were sensitive to how the pandemic could affect the Association’s revenues in terms of dues, as well as non-dues revenues including sponsorships and advertising. Former MBTA President Paul Koziell of CPM Constructors had volunteered to spearhead fundraising, and he took time out to thank the meeting sponsors and a handful of fundraisers – Tony Grande of VHB, Irvin Smith of H.O. Bouchard and Larry Hutchins of Bitumar USA, noting



that sponsorship revenues had broken past records. He also thanked Rod Lane, who stepped in to take leadership on fundraising for the Infrastructure Golf Classic on July 30. He specifically recognized the contributions of grand sponsors Sargent Corporation and Northeast Paving. Koziell’s gratitude was heartfelt.

“The board and a lot of people were willing to give more than they have in the past and that’s a great thing,” said Koziell. “It was an absolutely remarkable experience.”

Incoming President Irv Smith closed out the meeting, laying out his vision for the coming year and offering words of encouragement to his fellow MBTA members.

“If you had told me three years ago when I agreed to take this job, that my first meeting as president would be through something called Zoom, or that I would be addressing some 200 people who were looking at me on their laptops and tablets, I would have thought you were smoking some of that wacky weed that people from my generation used to bring





to Grateful Dead concerts.”

“But here I am. And I am grateful that you all are here with me. . . and I am reminded of one of their songs: *Touch of Grey*. . . . ‘Things are going to be okay, and we will get by’. . . . So no, I don’t know if this will be our ‘new normal’ for a while, or how long this will last. But you know what I do know? If we are going to live in these uncertain times, there is not a better group of people I would want to be with than the people of Maine, and in particular, the people and businesses in the transportation community in Maine. We make things happen. We move people and goods. We know how to move and change and pivot when we need to.”

President Smith also took time to acknowledge the remarkable 14-month term of past president Paul Bradbury, whose optimism, command of transportation modes and policy, and endless energy are legendary. Both Smith and Bradbury thanked all the sponsors for their incredible generosity.

They also thanked Commissioner Van Note and Director Peter



**Former MBTA President Paul Koziell, who led the fundraising effort for the meeting, spoke about the generosity of MBTA’s members and sponsors.**

Mills for their leadership, vision and accessibility, along with U.S. Senator Susan Collins who has been instrumental in providing Maine with hundreds of millions of dollars in discretionary grants over her years serving as chair of the US Senate Transportation and HUD Appropriations Subcommittee. MBTA members participated in the annual event with applause flash cards, whoopie pies, virtual toasts and the Zoom chat button. There were several door prizes awarded, and the following were winners:

- Theresa McAuliffe – 4 round-trip tickets on the Downeaster, donated by Northern New England Passenger Rail Authority, and Amtrak
- Matthew Carey – \$50 LL Bean gift card donated by meeting sponsors
- Matt Grady and Erin Force – \$75 L.L. Bean gift cards donated by meeting sponsors
- Tasha Gardner – a \$100 LL Bean gift card donated by meeting sponsors. ■

# Meet Irv Smith

## MBTA’s new president is known for his humor, positive outlook and four decades of experience in the transportation industry

**T**O REPEAT. Irv Smith has said that he has never been to a Grateful Dead concert (and that leads us to believe he has never inhaled the “wacky weed”). But he knows the Dead’s song *Touch of Grey*, which is all about the uncertainty that can leave a person feeling “kind of down and out.” The message he takes from it and which he shared in his first talk at this year’s president of MBTA at the annual meeting is, “guess what? Things are going to be ok, and we will get by.”

According to his family and the people he’s worked with, that upbeat attitude, plus his famed sense of humor have been with him since the beginning and we can expect to experience in spades for the coming year.

Here, in full, is Irv Smith’s bio, in Irv’s own words. It not only tells you what he wants us to know, but also gives us a gist of his sense of humor and an idea of what to expect in the year ahead.

*“Now a little bit about me for those of you that don’t know me, and for those that do, I’m sorry. In June of 1972 I started working for H.E. Sargent building I-295 from Gardiner to Brunswick. I came home on a Tuesday night, two weeks after I started with Sargent to attend my high school graduation at Brewer High. I then went back to Gardiner to work the next morning.*



**New MBTA President Irv Smith plans to make education – transportation scholarships, transitioning students to careers in transportation and raising public awareness of the value of transportation investment in Maine - the centerpiece of his term.**

*I worked for Sargent that summer, then built homes for Sherman Homes until 1979. I then joined H.O. Bouchard in October of 1979, and I have worked for H.O. Bouchard, Inc. for the past 41 years, and yes, I still hold a valid CDL but I’m not sure I can even drive a cat outdoors anymore let alone an 18-wheeler. And yes, I am still married to my schoolmate Laurie. We have been married going on 46 years. I know this is a hard fact for some of you to swallow after some of you have seen us in ‘action’ from time to time. Hopefully, Bruce Manzer isn’t reading this.*

*Laurie and I have two boys: Brent who is 45 years old and has driven for H.O. Bouchard for 18 years and now is working in our dispatch office. He gave us two granddaughters: Kaitlyn, 22 years old, and Taylor, 21 years old. Kaitlyn has a husband named Kyle and they have given my wife and I a great grandson, Maverick. I realize I don’t look old enough to have a great grandson but I am and we love and enjoy him every day! We also have our other son Tyler, who at 30 years old, is a doctor of physical therapy living in Austin, Texas with his girlfriend Maria. Tyler moved to Austin last August. Before that he lived four years in Chicago after graduating from Rutgers University in New Jersey and learned Chicago wasn’t a place that he wanted to call ‘home.’ After visiting Maria’s dad in Austin a few times, they decided that would be where they would call home. Tyler has now given us a place to go in the*

*winter to get a break from the cold and snow. Enough about me.”*

During his term as president Irv wants to focus on education, one of the four core areas of MBTA’s Strategic Plan. Not only does that include scholarship donations and assisting students as they make their way into the transportation workforce, but educating Maine’s policymakers, members and the public about the importance of transportation here at home. ■

## GETTING THERE

MBTA advocates for investment in safe, efficient transportation, including road, rail, air, marine and bike-ped. Join us. FMI: [mbtaonline.org](http://mbtaonline.org)

Contech holds the Maine State Culvert Contract available to DOT Regions & Municipalities

BRIDGES | DRAINAGE SOLUTIONS | WALLS | CULVERT & BRIDGE RELINE | STORMWATER TREATMENT

**YOUR LOCAL CONTECH TEAM:**

Steve Wolf, P.E.  
Sales - Culverts, Relining,  
Stormwater & Plate  
802-233-9110

Kevin Giambone, P.E.  
Precast CON/SPAN and Plate  
Bridges  
518-636-5881

Justin Reardon, P.E.  
Vehicular & Pedestrian Truss  
Bridges  
207-885-6125

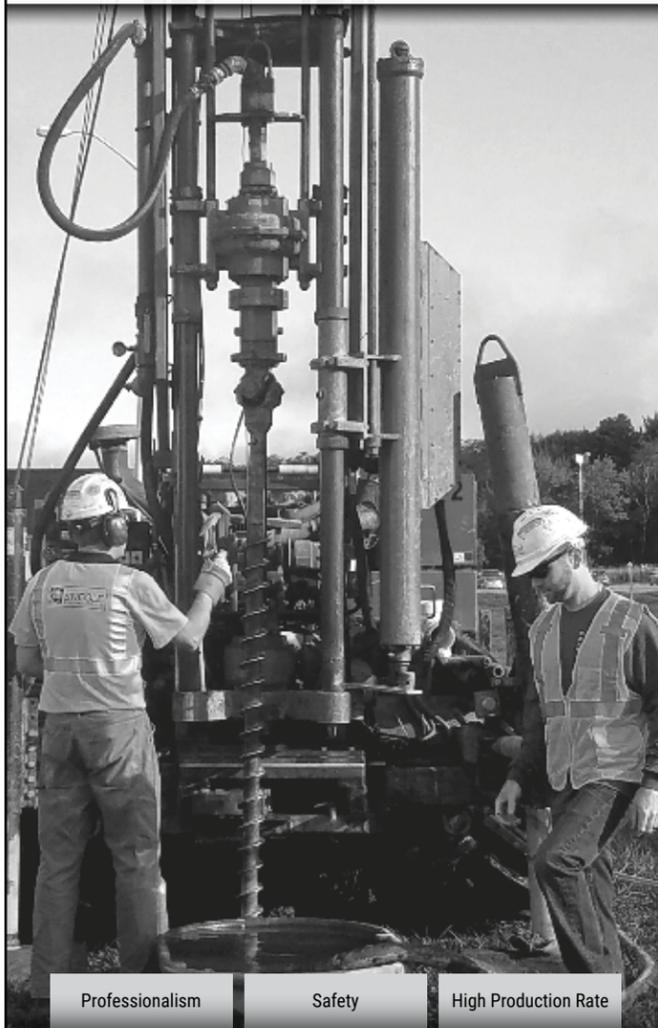
John Stiver, P.E., CPSWQ  
Stormwater Treatment &  
Detention  
207-892-0348

[www.ContechES.com](http://www.ContechES.com)

## Experience the S.W. COLE Difference.

S.W.COLE Explorations is changing the drilling experience in New England.

With our dedication to professionalism, timeliness, and safety, S.W. Cole Explorations knows how to provide an improved experience for our clients when it comes to geotechnical and environmental test borings.



Professionalism Safety High Production Rate



[www.swcolex.com](http://www.swcolex.com)  
1-855-SWC-DRIL



## YOUR TEAM, YOUR CHOICE

Whether your team is your family, your business, or your employees, we believe in building winning partnerships to protect your team for tomorrow.



PERSONAL INSURANCE • EMPLOYEE BENEFITS  
COMMERCIAL INSURANCE • SURETY

[www.crossagency.com](http://www.crossagency.com)

# Thank you for renewing!

The MBTA would like to recognize the following corporate members for their ongoing support.

- |   |   |
|---|---|
| Atlantic Landscape Construction, Inc.   | Peter A. Lyford, Inc.                                     |
| Bangor Truck and Trailer Sales          | MRG, Inc. (Maine Rail Group)                              |
| Thornton Tomasetti                      | McCain Foods USA, Inc.                                    |
| Ted Berry Company, Inc.                 | Normandeu Associates                                      |
| Bitumar USA Inc.                        | Northeast Traffic Control Services, Inc.                  |
| Brenntag Lubricants                     | Old Town Public Works                                     |
| Brown Developments LLC                  | PACTS - Portland Area Comprehensive Transportation System |
| CPM Constructors                        | PEP Transportation  |
| Casco Bay Island Transit District       | Ring's Paving Co., Inc.                                   |
| Chapman Trucking, Inc.                  | George R. Roberts Co.                                     |
| Clisham Construction LLC                | Rock Coast Personnel                                      |
| Crooker Construction, LLC               | S & G Construction, Inc.                                  |
| Cross Insurance                         | Salmon Falls Nursery                                      |
| Cross Surety                            | Sargent Corporation                                       |
| Dysart's Transportation, Inc.           | Sewall  |
| Fairfield Public Works                  | SiltPrison  |
| GPS Fleet Consulting                    | Silver Star Enterprises, Inc.                             |
| Gagne & Son Concrete Block, Inc.        | J. A. Simpson, Inc.                                       |
| General Concrete Cutting Services, Inc. | Strescon Limited  |
| Gray Public Works                       | C. A. Strout & Sons                                       |
| HD Supply - A.H. Harris                 | W. L. Sturgeon, Inc.                                      |
| Hagar Enterprises, Inc.                 | Trinity Industries, Inc.                                  |
| Haley & Aldrich, Inc.                   | John Turner Consulting, Inc.                              |
| Hughes Bros., Inc.                      | UMaine - Construction Engineering Technology              |
| Keville Enterprises, Inc.               | Wellman Paving, Inc.                                      |
| Lebel & Harriman                        |   |
| Liberty Mutual Surety                   |   |

## MBTA welcomes these new members:

### CORPORATE MEMBER

**USI Insurance Service**  
75 John Roberts Road, Bldg. C  
South Portland, ME 04106  
Phone: 207-239-3549  
Email: [chris.abboud@usi.com](mailto:chris.abboud@usi.com)  
Contact: Chris Abboud  
Recruited by: Chris Abboud  
USI is one of the largest insurance brokerage and consulting firms in the world, delivering property and casualty, employee benefits, personal risk, program and retirement solutions to large risk management clients, middle market companies, smaller firms and individuals. Other locations: With more than 7,000 professionals in approximately 200 U.S. offices serving every state, USI is local where you need us. Through the USI ONE Advantage, we connect a unique breadth and depth of knowledge and resources across the country. Our local teams are an extension of our enterprise wide experience.

### INDIVIDUAL MEMBER

▲ Patrick Brady

### INNOVATIVE SOLUTIONS



Accelerated Bridge Construction

### SUSTAINABLE RESULTS



Complete Streets



Airport Engineering and Planning Services

5 Depot Street, Suite 25, Freeport, ME 04032 • (207) 869-5419 • [www.mjinc.com](http://www.mjinc.com)

# Retaining Excellence

GAGNE AND SON IS PROUD TO OFFER  
THE MOST RECOGNIZED WALL SYSTEM IN THE WORLD.



For more than 25 years, Keystone Retaining Wall Systems has set the worldwide standard for excellence and innovation in the segmental retaining wall industry. By combining cutting-edge design, performance and aesthetics, Keystone products and services offer the best site solutions for governmental, commercial/industrial, recreational, public works and residential applications.



WWW.GAGNEANDSON.COM | 1-800-339-3313

# Honesty, integrity, professionalism

## The Rowley Agency marks 36 years in Maine

In 1984, John Hughes decided it was time to make a change. For the previous 23 years he worked with Maine Bonding & Casualty Company in Portland, Maine, achieving the position of executive vice president. At that time, the Rowley Agency and Maine Bonding produced a significant amount of business together, so it was a perfect time to join forces. Thirty-six years ago, The Rowley Agency of Maine was born.

As Hughes juggled a young family, a growing book of business and worked tirelessly to establish this new venture,



John Hughes established The Rowley Agency's Maine office in 1984.

he was constantly on the hunt for talent. Two years later, in 1986, John Harbottle joined the Rowley team. "Harb" had extensive experience as a field claim adjuster and marketing manager with The Hartford Insurance Group. In a short period of time, "Harb" became an integral part of the Maine team and a principal of the agency. "Harb" recently retired after 33 years with Rowley.

In 1998, Gary LaPierre, vice president and Portland native, was hired to join Hughes and Harbottle. Prior to Rowley, LaPierre worked with Aetna Casualty and Liberty Mutual Group where he was the Northern New England marketing manager. LaPierre's insurance knowledge and local ties have been especially helpful in growing the Maine portfolio.

Then in 2007, Mike O'Brien joined the Maine team and was tasked with building the bond operation in the territory. O'Brien came to Rowley from Travelers Casualty and Surety Company and The Hartford Insurance Group where he was a regional bond manager in Texas and Connecticut. He offers 32 years of experience in the surety business to Rowley's Northern New England clients.

### PHILANTHROPY AND GIVING BACK

Since its founding in 1966, The Rowley Agency's direct involvement and support of various organizations throughout New England, such as the Associated General Contractors, Associated Builders and Contractors, Construction Financial Management Association, Maine Better

Transportation Association and Maine Aggregate Association exemplifies the agency's desire and commitment to give back to the industry.

This philanthropy is carried over to their client base as well, as they continually offer OSHA 10 and OSHA 30 classes, along with educational seminars and webinars on employee benefits, risk management and claims supervision. These activities solidify productive, long-term relationships with their clients, insurance carriers and industry stakeholders.

Dan Church, CEO, who is closing in on 50 years at Rowley, oversees all operations and works in partnership with Gary Stevens, president of the agency. Stevens has been with the company more than 40 years, and both are committed to making sure the culture at Rowley adheres to the agency's founding principles of honesty, integrity and professionalism.

Those same ideals, shared by John Hughes when the partnership formed in 1984, is a testament to that mindset. Over the past 36 years, Rowley Maine has been fortunate to have Christine Holman, vice president, coordinate the sales and service for the Maine insurance clients with additional support from key account managers Karen Stapley, Audrey Langevin and Kelly Massey. In addition to the property and casualty line, the staff of Rowley's benefits department, headed by Dan Duhamel, vice president, along with Matt Becker and many representatives and support personnel, is always available to provide sage advice and counsel to existing clients and prospects. The Maine Bond

operation is supported by Ryan Stevens, Matt Blaisdell, Paula Cantara, Christine Hosmer and Mark Stevens, collectively having over 100 years of experience in the field.

### WHAT MATTERS

At the end of the day, reputation, and experience matter in this business. Hughes is quick to mention that today's insurance market continues to consolidate, making for a more competitive playing field. In that vein, the cultivation of relationships coupled with a familiar customer service representative is more important than ever. To paraphrase Hughes, a company needs to find an advocate in the insurance business who will do their due diligence and go to bat for those they represent. This sentiment is echoed by Gary Stevens, "Anyone can sell you insurance, but it's the personal approach, guidance, and service that we provide to each of our clients that makes our agency truly unique."

That personal approach and guidance is further exemplified through the work of Joe Ralbovsky, the firm's loss control representative for Maine and Anne Tracy, Rowley's in-house claims manager, along with her entire support staff. They continually engage clients throughout the



Mike O'Brien, John Hughes and Gary LaPierre at The Rowley Agency's Portland office.

year with jobsite visits, safety day presentations and customized risk management plans. These are unique and valuable services available to all Rowley Agency clients and prospects.

The Rowley Agency is committed to building strong, mutually beneficial relationships with their clients. They understand and appreciate the inherent risk of operating a business and know they must earn and keep your trust every day. ■

FMI: To learn more, visit [rowleyagency.com](http://rowleyagency.com).

# Bicycle Coalition debuts new safety campaign

**T**HE BICYCLE Coalition of Maine (BCM) has announced the launch of a new anti-speeding campaign to coincide with the unveiling of the organization's new five-year strategic plan, effective through 2024. The new campaign, entitled "Slow ME Down," aims to both change people's attitudes about speeding and send a message to drivers, state and local officials, and roadway designers that their help is needed in making this behavioral change.

The BCM plans to achieve this by creating a visible group of Mainers committed to slowing down when they drive and encouraging others to do the same.

"Data shows that even small increases in speed increase the lethality of a crash. With a vulnerable user, speed affects everything

from how fast a car can come to a stop, to how quickly a moment of distraction becomes a disaster," said BCM Assistant Director Jim Tassé. There have already been five vulnerable-user deaths in Maine this year: in Rumford, Bangor, Orrington, Falmouth and Liberty. Eight additional crashes across the state have left cyclists and pedestrians injured.

According to data collected by AAA Safety Foundation, about one in five pedestrians will not survive in collisions at 30 miles per hour. That is amplified for older victims, and the risk of death continues to rise dramatically as speeds exceed 30 mph. Additionally, according to a National Highway Traffic Safety Administration study, 37 percent of the vulnerable-user fatalities on local roads in the United States were directly attributable to

speed.

The BCM says it will provide anyone who joins the campaign with a Slow ME Down action kit that includes a sticker identifying them as a person who supports safe speeds in residential contexts, a postcard to send to local officials and other ways to act.

"The idea [behind the Slow ME Down campaign] is to empower people to drive below posted speed limits in these low speed contexts," Tassé adds, "and to help build solidarity around compliance with speed limits—at least in residential and business contexts." ■

FMI: The Bicycle Coalition of Maine is the statewide voice of cyclists and pedestrians. For more information, visit [bikemaine.org](http://bikemaine.org).

HD SUPPLY WATERWORKS  
IS NOW



**CORE & MAIN**™

OUR NAME HAS  
CHANGED, BUT  
OUR COMMITMENT  
TO YOU HAS NOT.

Our **commitment** to providing **you** the same **dependable expertise** we have for many years remains the same.

Local Knowledge  
Local Experience  
Local Service, Nationwide®

[coreandmain.com](http://coreandmain.com)

PARAM110162017

**C. A. Newcomb & Sons**  
Fence & Guardrail Company

Temporary Fence | Chain Link Fence  
PVC Fence | Steel & Wood Guardrail  
Used/Re-rolled Guardrail  
Woven Wire Fence | Wood Fences  
Iron & Aluminum Ornamental Fence  
Electrical Gate Openers & Access Control  
Down Hole Hammer Drill Service  
Steel Bridge Rail  
Distributor of Sonoco Sonotube



PO Box 206, Carmel, ME 04419  
207-848-2795 | [newcombefence@myfairpoint.net](mailto:newcombefence@myfairpoint.net)

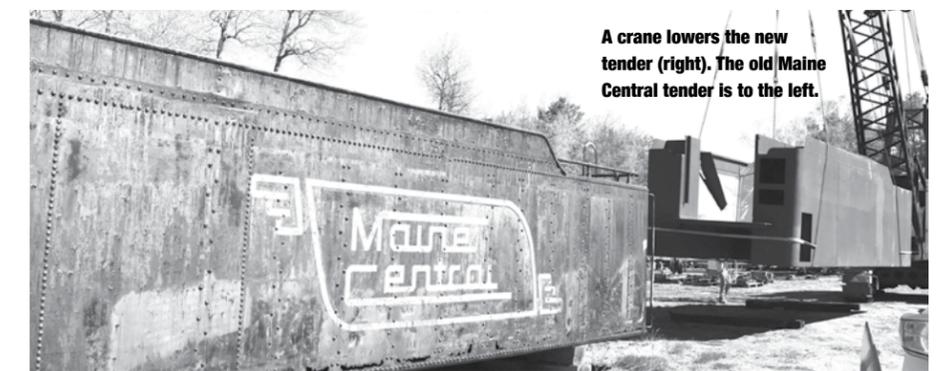
# New tender car for old engine

**A** NEWLY BUILT tender car was recently delivered to New England Steam Corp.'s (NESC) rail yard in the Washington Junction neighborhood of Hancock. The delivery of the tender car is an important step in restoration of Maine Central Engine No. 470, a vintage steam engine that the not-for-profit organization is restoring.

Richard Glueck of New England Steam Corp told the *Bangor Daily News*, "The tender is a huge deal for several reasons. It's an essential component of the whole locomotive, and because it will display the railroad name, it is a crucial heritage piece."

The new tender car still needs work. Before it can hit the rails, it will be mounted on a chassis and wheels, painted, and rigged out with fittings from the old tender it is replacing.

Reusing the old tender was not possible, because of the amount of rust damage it accumulated over the years. The locomotive and tender, which operated in Maine from 1924 to 1954, sat for 62 years on display outside in Waterville. New England Steam Corp. bought



A crane lowers the new tender (right). The old Maine Central tender is to the left.

it from the city of Waterville and moved it in 2016 to the Washington Junction rail yard in Hancock, where it's been stored out of the weather and under lock and key.

The total cost of building and completing the project likely will exceed \$200,000, according to Leverett Fernald, a machinist with Cianbro Corp. in Pittsfield who also serves as New England Steam Corp.'s vice president and chief mechanical officer.

The eventual goal of restoring the locomotive

is for Downeast Scenic Railroad to lease No. 470 from NESC.

The more substantial part of the project remaining is restoration of the locomotive itself, which is the largest surviving steam-powered locomotive in New England and the maritime provinces of Canada, and that work is continuing. ■

FMI: More information at [www.newenglandsteam.org](http://www.newenglandsteam.org).

# Gower recognized, Scheetz advances

**T**HOMAS W. Gower III, senior vice president of wealth management and a financial advisor at the UBS/Argosy Wealth Management office in Bangor, Maine, has been named to Barron's Top 1,200 Financial Advisors by state list. The list is released annually to recognize financial advisors who have risen to the top in their industry and represent the 1,200 most influential advisors by state. This is Gower's third year in a row on this list.

He credits his success to his outstanding investment team in Bangor and a sincere focus on putting clients first. This year marks Gower's 24th in the financial services industry. He is responsible for managing the UBS investment group of Argosy Wealth Management, and as one of a select group of financial advisors at the firm in the UBS Portfolio Management Program, he is responsible for managing client investment portfolios.

Gower earned bachelor of science and M.B.A. degrees from Babson College and then pursued a 13-year career in financial management and strategic planning with W.R. Grace & Co., Mobil Oil and British Petroleum before joining UBS in 2002 as a financial advisor. He currently serves on the board and Finance Committees of the Bangor Symphony



Tom Gower

Orchestra and The Good Samaritan Agency. Tom lives in Hampden with his wife, Hope and their three daughters.

"This recognition is a testament of Tom Gower's commitment to helping his clients reach their long-term financial goals," said UBS Greater New England Market Head at UBS Financial Services Inc. James Ducey.

Additionally, UBS/Argosy Wealth Management has announced that Kelly Scheetz, has advanced to the position of financial advisor on the Argosy Wealth Management team. Earlier this year, she was nominated to the highly selective UBS Financial Advisor Associate Training Program.

Since 2009, Scheetz has been responsible for the administration and organization of the UBS/Argosy team, assisting in team development, marketing and client service. She

began her career in 1997 at the Princeton, New Jersey, PaineWebber office. Since moving to Bangor 11 years ago, Scheetz has worked closely with the UBS/Argosy team's advisors, learning their responsibilities, and making significant contributions to their success. ■

FMI: To learn more, visit [ubs.com/team/argosy](http://ubs.com/team/argosy)



Kelly Scheetz

# Hoyle, Tanner projects win awards

**H**OYLE, TANNER has won two awards in the American Council of Engineering Companies Vermont Chapter's (ACEC/VT) Engineering Excellence Awards (EEA) competition. The Merit Award winner was the Stormwater Infrastructure Assessment & Capital Budget Report for the town of Colchester, Vermont; the Grand Award in the environmental category went to the Hadley Road Infrastructure Improvements Project for the city of South Burlington, Vermont, and the Champlain Water District.

The Colchester project, with funding provided through the CCRPC Unified Planning Work Program, completed Vermont's first integration of zoom camera technology for a town-wide stormwater system condition assessment. A zoom camera is a camera on a pole that allows for faster and cheaper sewer inspection. For this project, a team from Hoyle, Tanner inspected the town's publicly-owned stormwater system. The project integrated a mix of new techniques and technical disciplines including zoom camera technology, GIS, asset management, stormwater and roadway engineering, operations, maintenance, capital project planning, and stormwater utility management. The effort required processing and organizing massive amounts of data and developing an Excel-based capital planning tool that allows for informed decisions to be made on future stormwater system investment.

Since the completion of this project, several neighboring communities have adopted a similar approach for collecting municipal-wide stormwater system data.

For the Grand Award project, the Hoyle, Tanner design team developed an engineering



The Hadley Road Infrastructure Improvements Project for the city of South Burlington and the Champlain Water District in Vermont.

alternative to disconnect the Hadley Road Sanitary Sewer Service Area from the city of Burlington sanitary sewer collection system. The goal was to reroute the Hadley Road Sanitary Sewer Service Area to the city of South Burlington collection system for treatment at the Bartlett Bay wastewater treatment facility. The project required coordination between three utility owners and four types of infrastructure.

The project also involved multiple funding and regulatory agencies including the Vermont Clean Water State Revolving Fund and Drinking Water State Revolving Funds programs, DEC Facilities Engineering Division, Watershed Management Division, Drinking Water and Groundwater Protection Division and VTrans. The Hoyle, Tanner design team was successful in assisting the city to obtain \$700,000 in grant funding and \$2.4 million in loan funding. ■



A Hoyle-Tanner team inspects the stormwater infrastructure in Colchester, Vermont.

FMI: To learn more about Hoyle, Tanner, visit [www.hoyletanner.com](http://www.hoyletanner.com).

Serving the trades of Northern New England since 1985 with equipment rentals

Containers      Office Trailers      20-Ton Equipment      Flatbeds

**Maine TRAILER**  
800-244-5718  
[mainetrailer.com](http://mainetrailer.com)

## St. Onge honored Chubb names Clark a Cornerstone agency

**K**ELLY St. Onge, senior account manager at Clark Insurance has been honored with the Award of Excellence designation from Safeco Insurance Company. Safeco created this award to recognize dedicated, loyal agents whose relationship with Safeco Underwriting is strong and growing.

The award is given to a small percentage of agents, and St. Onge was selected because of her superior underwriting skills and strong commitment and dedication to both Clark Insurance and Safeco.

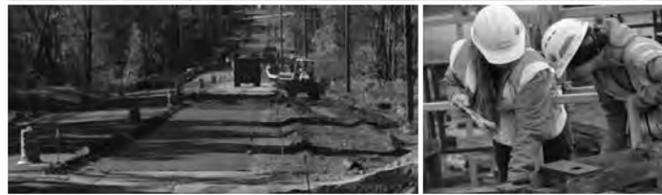


Kelly St. Onge

Additionally, Clark Insurance's personal insurance division has earned Chubb's Cornerstone designation. Of the approximately 3,600 U.S. personal insurance agencies that work with Chubb Personal Risk Services, less than seven percent have earned the Cornerstone designation. "Clark Insurance's day-to-day commitment to delivering risk management solutions to successful individuals and their families has enabled it to become one of Chubb Personal Risk Service's top personal insurance producers in the country", said Vince Burgey, vice president of personal risk services for Chubb. As a Cornerstone agency, Clark staff will be able to work with Chubb's most experienced underwriters and risk consultants, and Chubb will assign a claim specialist to the agency. In addition, agency employees will have preferential access to educational Chubb seminars to enhance their client service and agency management skills.

Founded in 1931, Clark Insurance is a 100 percent employee-owned, independent insurance agency with more than 120 employees in seven offices across Maine, New Hampshire, and Massachusetts. The agency's services include business insurance, personal insurance, employee benefits, bonds, life, health, annuities, and safety and risk consulting services.

FMI: To learn more, visit [www.clarkinsurance.com](http://www.clarkinsurance.com).



We are **engineers, planners, construction managers, and inspectors** offering our transportation, water, energy, and government clients trusted project delivery and innovative solutions to complex project challenges.

#### Expertise in:

- Bridge and highway design
- Civil, structural, and geotechnical engineering
- Construction management, inspection, and documentation
- MaineDOT Local Project Administration Program project delivery
- Cultural resources management and environmental permitting
- NBIS and underwater inspection

**Matt Steele**  
Area Manager - Maine / New Hampshire  
Cell: 207.522.7649  
Direct: 207.626.4912  
[msteele@kleinfelder.com](mailto:msteele@kleinfelder.com)

[www.kleinfelder.com](http://www.kleinfelder.com)

#### Providing Maine Municipalities with:

- Road and Intersection Design
- Site Planning and Development
- Traffic Impact Studies/Reviews
- Bridge Design
- Planning Board Peer Review
- Road Assessments/Inventory
- Right-of-Way Services
- Aviation Services
- Transportation/Land Use Planning

Serving Maine since 1945

**HNTB Corporation**  
The HNTB Companies  
Engineers Architects Planners

340 County Road, Suite 6-C  
Westbrook, ME 04092  
Tel: (207) 774 - 5155  
Fax: (207) 228 - 0909  
[www.hntb.com](http://www.hntb.com)

**HNTB**

# Patrick Jordan, 1968-2020

**P**ATRICK CARNEY Jordan - a generous community leader, loving family man and successful entrepreneur who took over his family's contracting business - passed away on May 3, 2020, in Ellsworth.

He was born Dec. 16, 1968, in Ellsworth, the son of Ronald F. Jordan and Ann (Carney) Jordan. He grew up in Ellsworth and graduated from Ellsworth High School in 1987.

From a young age, he was an entrepreneur. His first job was selling eggs from a little red wagon on High Street. Growing up, he also raked blueberries in the summers, pumped gas for Joe's Mobil, washed dishes at the Sun Diner and always helped his father with construction. In high school, Patrick made his first big deal and bought an apartment building. This one building turned into many more. He was always making deals and finding gold within the dirt. Patrick had many friends who became business partners. He truly valued these partnerships and many other business friendships.

John Phillips, a longtime Ellsworth city councilor, praised Jordan and the work he and his family's company did for the city. In 2011, the company constructed a paved walking and biking trail along train tracks between Birch Avenue and North Street, and over the years R.F. Jordan crews worked to improve many local roads. Phillips said that under Jordan's direction, the firm sometimes loaned equipment to the city highway department for clearing roads or moving material.

"The generosity and helpfulness were there all the time," Phillips told the *Bangor Daily News*. "He was a good person... It's an indescribable loss."

Before purchasing R.F. Jordan & Sons Construction Inc., the family construction business, from his parents in 2000, Jordan worked alongside his father, Ronald, for many years. After taking over the company, he grew the company's three-man crew into the business that today employs 60 people.

He often recruited family members and friends to work in the business, including his wife, three children, his uncle David W. Carney, cousins Jeff Frost and David (Bub) Carney, his two nephews and his lifelong best friend and right-hand man Buddy Palmer. Jordan's life revolved around this company. He was proud of the corporation and was



Patrick Jordan

also grateful for the many employees who helped him build it.

Everyone who worked with him or knew him remember him as an astute business man who worked just as hard as any of his employees and who persevered through even the most challenging situations. In 2006, under his leadership, R.F. Jordan & Sons received the Top Drawer Award from the Ellsworth Area Chamber of Commerce.

Jordan was loved in the community and was known for his generosity and readiness to lend a hand when help was needed. He contributed to many local charitable organizations and projects throughout his lifetime.

He served on the board of the YMCA from 2009 to 2012, and spearheaded the effort to purchase property on Webb Pond in Eastbrook for the YMCA's Camp Discovery for kids. In

2009, Jordan and his wife, Rhonda, gave \$100,000 for construction of a new emergency care facility at what is now known as the Northern Light Health Maine Coast Hospital in Ellsworth.

Jordan was a member of many groups including the Maine Better Transportation Association, AGC of Maine, Anah Shriners, R.O.J., Lygonia Lodge No. 40, Moose Lodge, Ellsworth Elks, St. Joseph's Catholic Church, Penobscot Associates, and the Down East Family YMCA.

Jordan loved his family and valued family time and shared experiences - going on sunset cruises on Branch Lake and Beech Hill Pond, enjoying the Maine winters at Sugarloaf, and trips to Boston and Florida. One of his favorite family trips was to Ireland to trace his ancestry.

He is survived by his wife, Rhonda (Dinsmore) Jordan; daughter Bridget Mariene Jordan; twin sons Ronald Asa Jordan and Patrick Orion Jordan; mother Ann (Carney) Jordan; brother Michael F. Jordan; and sister Mary Jordan Martel. He was predeceased by his father, Ronald F. Jordan.

A celebration of Patrick Jordan's life will be announced at a later date. Donations in Patrick's memory can be made to The LifeFlight Foundation, P.O. Box 899, Camden, Maine 04843 or Ellsworth High School Scholarship in Memory of Patrick Carney Jordan, 85 Water Street, Ellsworth, Maine 04605. ■

*The Power of Proactive Support*



The **Nortrax WorkSight Team** consists of Technical Support Specialists, Product Support Technology Representatives, and Grade Control Specialists who have comprehensive training and expertise in John Deere WorkSight™, a suite of five core technologies to remotely monitor all aspects of machine operation and maintenance. They work hand-in-hand with your local Nortrax parts and service personnel, all here for you to provide proactive support so help arrives before downtime ever does.

**Nortrax WorkSight has the solutions** to help your business with unplanned downtime that can eat into your profits and skilled labor shortages that impact your ability to stay on schedule. We can also stop improper or unauthorized use of your equipment that can negatively impact your bottom line. And, we can keep your maintenance costs manageable.

**Nortrax WorkSight Solutions - The Power of Proactive Support**  
See your Nortrax representative today and let us show you how.



Nortrax Technical Support Specialists (TSS)



Nortrax Product Support Technology Representatives (PSTR)



Nortrax Grade Control Specialists (GCS)

Hermon, ME 207.947.6786

New Canada, ME 207.834.6701

Houlton, ME 207.532.6517

Westbrook, ME 207.773.3777



**Guest Column**

**A public health matter:  
Our dangerous roads**

**A cold spring rain that turned a Maine road into a health hazard makes a person wonder about the legacy we are leaving our young people**

I AM ON a soap box again with concerns about our infrastructure and what we, as Maine citizens, community leaders and politicians, are willing to leave behind to our children and grandchildren.

Spending money to fix our roads doesn't have to be a Republican or a Democratic issue. President Reagan in his Thanksgiving Day 1982 speech addressed this issue very well as he laid out the reasons why he was directing Congress to pass a five-cent increase in the nation's gas tax.

He said: "One of our great material blessings is the outstanding network of roads and highways that spreads across this vast continent. Freedom of travel and the romance of the road are vital parts of our heritage, and they helped to make America great. Four million miles of streets and roads make it possible for the average citizen to drive to virtually every corner of our country - to enjoy America in all its beauty and variety. They also form a vital commercial artery unequalled anywhere else in the world."

**PRESERVING A LEGACY**

Reagan was adamant that it was our responsibility to take care of our highways and bridges. "We simply cannot allow this magnificent system to deteriorate beyond repair. The time has come to preserve what past Americans spent so much time and effort to create, and that means a nationwide conservation effort in the best sense of the word. America can't afford throwaway roads or disposable transit systems. The bridges and highways we fail to repair today will have to be rebuilt tomorrow at many times the cost."

In Maine, we are getting to the point where many of our roads are going to require "many times the cost" to fix, because we have waited so



After a rain, ice forms in the ruts on a highway north of Bangor.

long to fix them. I came to this conclusion this spring when I was driving north of Bangor one early morning. It had rained, and the rain, instead of draining off the road, froze in the ruts!

These conditions are worse than a road covered in snow, because with snow, you know right away to use caution. Frozen rain in ruts and also rain laying in ruts cause a ton of concern. I do not remember growing up with the roads the way they are now!

**A SMALL PRICE TO PAY FOR SAFETY**

Rough roads and the dangers they present are a matter of public health, and it is frustrating that we can't get a consensus among our leaders and voters that it's time we make the funding available to fix them. It is ironic that we are very willing to spend trillions of dollars in this country to combat a virus which will take our younger generations decades to overcome.

I am not saying that fight is not necessary because it is. But why do we struggle asking folks to spend 10 cents a

gallon more in gas tax when that could go a long way to helping Maine makes its roads safer? That will cost individuals about \$125 per year or just \$2.40 per week and would generate \$90 million per year in revenues for infrastructure. When you consider there are 4.4 million traffic-related accidents that required medical help in 2019 in the United States and 40,000 deaths from vehicle accidents, \$2.40 a week to help fight that health risk seems like a good return on investment.

Think of all the cost in lost lives and injuries that would be saved. At 30 cents a gallon, we could take care of our current transportation funding shortfall that grows each year we do nothing!

# IaBrecque Const. Inc.

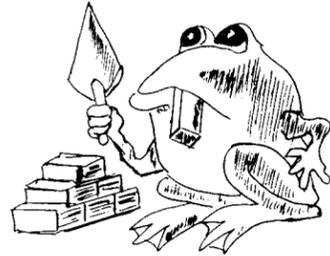
General Contractor

## Sidewalks

- Brick
- Concrete
- Bituminous

## Curb

- Granite
- Concrete



1350 Riverside Street  
Portland, Maine 04103  
(207) 797-6305



# Granite & Stone, Direct From the Source



Residential and Commercial  
Quarrier and Manufacturer  
[www.swensongranite.com](http://www.swensongranite.com)

582 Bridgton Rd., Rt. 302, Westbrook, ME 04092  
207-797-4500  
Concord, NH • Amherst, NH • Newtown, CT • Medway, MA

## ROADS BEYOND CRUMBLE

There were 155 vehicle deaths in Maine in 2019, vs COVID-19 related numbers [as of July 19, there have been 117 COVID-19-related deaths]. You would think we would do everything we could to save those lives. But we are still driving and refusing to acknowledge the very roads we are driving on are health hazards caused by our underfunding of roads. In the U.S. last year, there were 4.4 million accidents reported that required medical help.

I am not debating the COVID-19 assistance. We do have to address that disease as it continues to spread across the country. My message is clearly about the damn ruts all over Maine, and more so north of Augusta to be honest, and rural roads that are beyond crumble. My message is about safety!

## TOO MUCH TIME PASSED

When President Reagan made that Thanksgiving Day address, it had been 23 years since the U.S. had raised its gas tax. It has now been 27 years since the last time Congress last raised the gas tax in 1993.

As President Reagan said in 1982, "Common sense tells us that it'll cost a lot less to keep the system we have in good repair than to let it crumble

**"Think of all the cost in lost lives and injuries that would be saved. At 30 cents a gallon, we could take care of our current transportation funding shortfall that grows each year we do nothing!"**

and then have to start all over again. Good tax policy decrees that wherever possible a fee for a service should be assessed against those who directly benefit from that service. Our highways were built largely with such a user fee – the gasoline tax. I think it makes sense to follow that principle in restoring them to the condition we all want them to be in."

On July 14, Maine voters endorsed a \$105 million transportation bond overwhelmingly – with almost 78 percent of the vote. The last time a transportation bond with road and bridge money in it failed was in 1969. What does that tell me? Maine people understand the safety risk that our roads are posing for their families and their businesses. They support

investing more in our highways and bridges!

We are not going to have these low interest rates forever, and we cannot borrow our way out of this forever. We need leadership in our elected officials, and we all need to educate voters about why raising revenues is needed to get our system fixed. Borrowing should be reserved only for long-term and extraordinary projects. Why? Because as our former president said, it will cost less in the long run.

We simply cannot afford to let the legacy that is our roads, crumble any more. ■

MAINE'S LEADING CONCRETE SLIPFORM & GRANITE CURBING COMPANY, ROUTINELY INSTALLING THOUSANDS OF FEET PER DAY.

We outshine our competition because we choose to; everyday.

### Slipform Technology Benefits:

- Saves Time
- More Cost-Effective (Sometimes 50-70% Below Pre-Cast!)
- Scheduling Flexibility (Can Be Installed Before OR After Paving)
- Superior Strength And Durability
- Longer Design Life
- Stronger Against Plows And Other Rough Use

**DIRIGO SLIPFORM**

Concrete Curb • Concrete Sidewalk • Concrete Barrier • Granite Curb  
P.O. Box 340 • Stillwater, ME 04469 • 249 Gilman Falls Ave, Old Town, ME 04468  
Ph (207)827-0100 • Fax (207)827-0101 • [www.dirigoslipform.com](http://www.dirigoslipform.com)



Erosion control?

## Call Peter A. Lyford

Peter A. Lyford, Inc. is family-owned, and we specialize in erosion control, hydroseeding, and commercial landscaping for the entire state of Maine.



53 Dave's Way, Hermon (207) 848-3335  
54 Olde Canal Way, Gorham (207) 839-8668  
[info@peterlyfordinc.com](mailto:info@peterlyfordinc.com) | [peterlyfordinc.com](http://peterlyfordinc.com)

Hydroseeding - TerraSeeding - Bark Mulching  
- Filter Sock - Hay Mulching - Commercial Landscaping -  
Wetland Restoration



Built on a foundation of customer service

**AUBURN  
CONCRETE**

A Maine family owned and operated business with six state-of-the-art concrete plants, the largest and most experienced sales and quality control staff in the state, a team of local dispatchers and a fleet of 43 concrete mixers to service central, southern and coastal regions.

Plants in Auburn, Westbrook, West Bath, Augusta, Topsham

Main office: Goldthwaite Road • P.O. Box 1747, Auburn, ME 04211-1747  
Phone: (207) 777-7100 Fax: (207) 777-7171  
[www.auburnconcrete.com](http://www.auburnconcrete.com) - [info@auburnconcrete.com](mailto:info@auburnconcrete.com)

**BETHERE**

# MBTA FALL CONVENTION SAMOSET RESORT, ROCKPORT

CRUISE, GRAND RECEPTION, LOBSTER BAKE  
& AUCTION | FRIDAY, SEPTEMBER 11, 2020

FALL GOLF TOURNAMENT | SATURDAY,  
SEPTEMBER 12, 2020



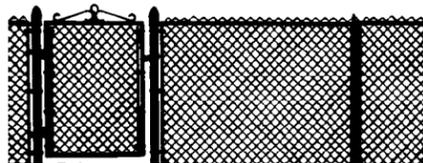
Reserve your spot! Sponsorships available!  
Contact the MBTA office, 207-622-0526 or Cindy@mbtaonline.org

## BUSINESS AND PROFESSIONAL SERVICES

### Main Line Fence

272 Middle Rd.  
Cumberland, Maine  
1-800-244-5549  
(207) 829-5549

FENCING • GUARD RAIL • USED GUARD RAIL  
HIGHWAY-INDUSTRIAL-RESIDENTIAL



### Haley Construction, Inc.

Transit-Mix Concrete  
Dover Road      Guilford 04443  
Tel. 876-4412



This space for sale.  
Call MBTA,  
207-622-0526

### BURNS' FENCING

RESIDENTIAL • COMMERCIAL • INDUSTRIAL  
14 Rochester St., P.O. Box 395, Westbrook, ME 04098  
FAX 854-3636 TOLL FREE 1-877-993-3624

**854-2463**



**DAYTON SAND & GRAVEL INC.**  
928 Goodwin Mills Rd., Dayton, ME  
Tel: 207-499-2306 - In ME: 1-800-339-2700  
Fax: 207-499-7102

### KENNEBEC EQUIPMENT RENTAL

Sales, Service  
Construction Tools  
and Equipment  
Fairfield • Bangor • Auburn  
Kittery • Woolwich • Portland  
www.kennebecrental.com

### THOS. DICENZO, INC. GENERAL CONTRACTOR

Highway/Heavy Construction  
Industrial/Mechanical  
Crane Rental up to 100 Ton  
Equipment Rental  
Utility  
Site-Work  
Call **454-7539**

INDUSTRIAL PARK, CALAIS, MAINE



### Jeffrey A. Simpson Inc. Demolition & Wood Recycling

Disposal Facility • Container Service  
On Site Grinding And Removal  
Bark Mulch and Erosion Mulch Products

281 JAGGER MILL ROAD      (207) 324-5412  
SANFORD, ME 04073      FAX 324-8179



Hydroseeding  
Snow removal  
Vegetation control  
Erosion control  
Redi Rock wall installation  
Tree and shrub installation

Hermon 207-848-3335 • Gorham 207-839-4411



Shaw Brothers Paving Plant



Kittery Bridge Demo

# GENERAL CONTRACTORS

**HIGHWAY • SITE • UTILITY • PAVING • AGGREGATES**

Tel: (207) 839-2552 Fax: (207) 839-6239 Gorham, ME 04038

Web Site: [www.shawbrothers.com](http://www.shawbrothers.com) E-Mail: [info@shawbrothers.com](mailto:info@shawbrothers.com)



[www.letsmovewater.com](http://www.letsmovewater.com) | #letsmovewater

## CIANBRO .com f in YouTube Instagram

### Set Up for Success.

Through Cianbro's Workforce Development Programs, our craft professionals can grow in their trade and become multi-skilled. From entry level to leadership positions, our team members have the opportunity to benefit from a company that invests in the learning and development of its team.

Learn more at [www.cianbro.com](http://www.cianbro.com)





# The unique challenges of maintaining infrastructure along our rugged coastline

**T**HERE IS no doubt that tourism in Maine looks different this year. The invisible enemy of COVID-19 has millions of Americans working from home and changing their vacation plans. Maine's economy relies on the annual influx of tourist dollars. Perhaps the current situation will prompt more Mainers to explore our beautiful state. Perhaps our New England neighbors will forego hopping flights to summer destinations in favor of relaxing drives along our rugged coastline.

While Maine's sandy beaches, rocky cliffs, and idyllic islands are key attractions in our state, the unpredictable and unrelenting nature of the ocean presents a unique situation for the Maine Department of Transportation. There are constant logistical, environmental, and financial challenges associated with maintaining coastal roads and bridges in order to keep them viable for both residents and visitors.

## 68 MILES OF COASTAL PAVING

This year, MaineDOT is scheduled to pave 68 miles of roads in coastal communities in Hancock County. The department will be paving in municipalities that include Bar Harbor, Mount Desert, Southwest Harbor, and Tremont: communities that are near both Acadia National Park – one of the most visited national parks in the country – and other popular summer destinations. MaineDOT workers and contractors must consider the added tourist congestion when coordinating road work.

Service vehicles and crews can crowd narrow roads. We always try to pave these project locations as early as possible or late in the construction season to avoid the heavy tourism crush.



The Schoodic Peninsula, part of Acadia National Park. MaineDOT will be paving 68 miles of highway near the park.

Four midcoast islands (Islesboro, North Haven, Swan's Island, and Vinalhaven) have state aid roads. On those roads, MaineDOT is responsible for all summer maintenance while municipalities perform all winter maintenance (including snow plowing). Coordinating summer maintenance on island roads is a lesson in logistics. Moving crews and equipment between the mainland and the islands requires coordination with ferry schedules. These four islands are all served by the Maine State Ferry Service (MSFS) – a lifeline that

facilitates the movement of both people and supplies every day of the year. Space for construction crews is often limited. Paving contractors have very limited private transport options to move equipment and materials. These factors complicate MaineDOT's ability to respond quickly to emergency maintenance situations on these islands.

## AN HISTORIC BRIDGE

Our state has several unique coastal bridges that attract tourists every year. Among these bridges is the Bailey Island Bridge, commonly called the Cribstone Bridge, which connects Bailey Island to Orr's Island in Harpswell. First opened to traffic in 1928, this bridge is the last free-standing, dry-laid granite bridge in the world. While the deck is concrete,

**“The biggest challenge MaineDOT is facing is something that affects all work – not just work on coastal assets. We face a chronic unmet funding need of \$232 million every year, as unanimously determined by the non-partisan Blue Ribbon Commission on Transportation Funding.”**

General Contractor specializing in:

- Building structures
- Concrete structures
- Highways
- Landfills
- Site work

Call us  
(207) 782-7372  
50 Alfred Plourde Parkway  
Lewiston, ME 04242



**GENDRON & GENDRON**

General Contractor Since 1972



## HORIZONTAL DIRECTIONAL DRILLING SERVICES FOR NEW ENGLAND

With thousands of successful HDD projects completed over the last 25 years, ETTI has experience and expertise you can trust. Our versatile equipment fleet and highly-qualified team can meet the needs of any project, big or small. Now serving more of New England from our two locations in Maine and Massachusetts.

### OUR SERVICES

- » Directional Drilling
- » Pipe Fusing
- » Vacuum Excavating
- » Pipeline Inspection
- » Natural Gas Contracting
- » Utility Locating
- » Water & Sewer
- » Electric & Telecom

www.HDD-ETTI.com

SAFETY | QUALITY | EMPLOYEES | COMMUNITY | ECONOMY | ENVIRONMENT

# Welcome, GROUND BREAKERS

**0% FOR 60 MONTHS WITH ZERO DOWN\***

Apply 0% on Cat® Attachments too!

Because your business never stops, we want owning new Cat® compact equipment to be simple and hassle-free. Right now, you can take advantage of zero down and zero interest with unmatched support from Milton CAT. Plus, this finance rate can be applied to attachment purchases, helping you get more done for less.

Just a few of the new ways we say, "Hello and welcome to Milton CAT."

LET'S DO THE WORK.™

Call your  
sales representative  
or nearest location.

Scarborough, ME  
16 Pleasant Hill Road  
(207) 883-9586

Brewer, ME  
79 Robertson Boulevard  
(207) 989-1890



[miltoncat.com](http://miltoncat.com)

there is no concrete or grout in the substructure – just slabs of locally-sourced granite stacked in a crisscross pattern. The granite is heavy enough to withstand the wind and waves while the design allows the tide to ebb and flow through the structure. The Cribstone Bridge is on the National Register of Historic Places and recognized as an Historic Civil Engineering Landmark.

For nearly a century, the Cribstone Bridge has weathered hurricanes and ice storms – not to mention the salty environment that would wreak havoc on concrete, iron, and steel. MaineDOT replaced about 200 granite slabs during a restoration project that was completed in 2010. Ongoing maintenance of the Cribstone Bridge is an up-close and personal effort for department staff. Following high winds and tides, maintenance workers walk the 1,150-foot-long bridge. Debris that makes its way into the bridge's open spaces can be especially harmful to the structure; a log can act like a battering ram when the water is high. A bad storm can knock as many as a half-dozen stones loose.

The Penobscot Narrows Bridge and Observatory (PNBO) is another one-of-a-kind coastal asset. The cable-stayed structure carries Route 1 over the Penobscot River between Prospect and Verona Island. The new structure opened in 2006 and includes the tallest public bridge observatory in the world.

PNBO replaced the Waldo-Hancock suspension bridge, which was built in 1931. In 2003, inspectors found heavy corrosion in the old bridge's main cables. MaineDOT broke ground on the new bridge five months later. Protecting the new bridge's cable stays was a high priority for the department. The galvanized steel strands on the new bridge are coated with flowfill epoxy. Six of the cable stays use carbon fiber strands

that will not corrode the same way that steel does. This is especially important in a coastal environment. The cables are sheathed in hard plastic protective tubes that are filled with an inert gas which eliminates all oxygen from the environment and allows engineers to monitor the internal pressure to ensure there are no leaks.

## RESILIENT INFRASTRUCTURE

We also need to make sure our coastal assets are resilient. Based on National Oceanic and Atmospheric Administration data and projections, MaineDOT's proposed designs now assume four feet of sea level rise on all coastal projects. Elevation is the key to ensuring coastal resilience. For bridge work, that often results in longer approaches, which can impact nearby properties.

The biggest challenge MaineDOT is facing is something that affects all work – not just work on coastal assets. We face a chronic unmet funding need of \$232 million every year, as unanimously determined by the non-partisan Blue Ribbon Commission on Transportation Funding. That's after the passage of a \$100-million bond. Declining statewide traffic volumes during the COVID-19 pandemic directly impact fuel revenues, further stressing available resources. Until there is a major change in the way our state pays for its infrastructure, the dedicated and hardworking men and women of MaineDOT will be left to competently manage the slow decline of Maine's transportation system. This will affect our way of life, including the coastal assets that are fundamental to our state's identity and economy. ■

ABOUT THE AUTHOR: Bruce Van Note was appointed commissioner of MaineDOT in 2019.

**HDSUPPLY**  
CONSTRUCTION & INDUSTRIAL  
AH HARRIS WHITE CAP



Now together to serve Maine area pro contractors even better!



Call us for everything  
you need on your job.

- Concrete formwork and accessories
- Concrete repair and restoration
- Geotextiles and erosion control
- Hand tools and power tools
- Anchors and fasteners
- Reinforcing steel and rebar
- Tilt-up and precast supplies
- Safety equipment

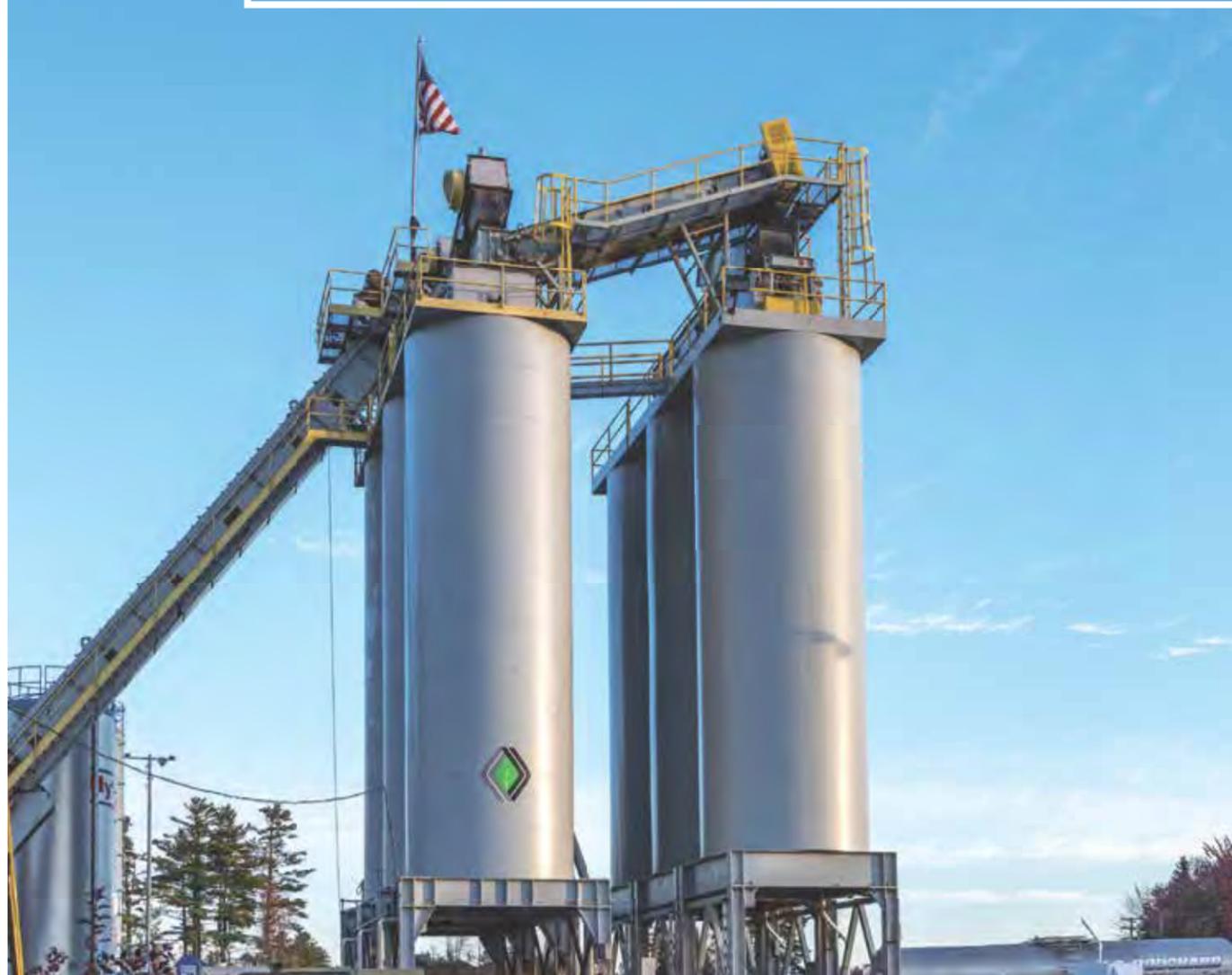
**Maine**

**Bangor**  
(207) 262-6276

**Augusta**  
(207) 622-0821

**Portland**  
(207) 775-5764

# Maine's Contractor of Choice



For over 100 years, Northeast Paving has literally paved the way for hundreds of projects that have shaped the landscape of Maine. From large interstate highways to small commercial site development, Northeast Paving employees perform with pride and creativity. Northeast Paving is proud to be a part of this area's history and development, and a partner in Maine's future.



Learn more at [www.HubbardGroup.com](http://www.HubbardGroup.com)

# EXITRAMP



An Aroostook farm off of State Route 11 photographed by Jack Delano in 1940.

## The longest road

**T**HE VISTAS of Aroostook County along State Route 11 are unforgettable, as the highway winds its way through the county's rich farmland. Farm Security Administration photographer Jack Delano captured one of those bucolic scenes when he journeyed to Aroostook County to document Maine's potato harvest in October 1940 (we've written about his images of the potato harvest before).

SR 11 is so much more, though. It is, in fact, the longest state highway in Maine at 401 miles. Only U.S. Route 1 is longer (567 miles) is longer.

SR 11 traverses nine of Maine's 16 counties, beginning in York County near the New Hampshire border, and continuing all of



the way north through Eagle Lake, Wallagrass and Fort Kent in Aroostook County near the international border with Canada. The other seven counties it traverses are (south to north): Cumberland, Androscoggin, Kennebec, Somerset, Waldo, Penobscot and Piscataquis.

In a part of the country where there is no east-west interstate highway, SR 11 serves as a vital link to other states in northern New England. The highway connects with NH 11 and runs east-west for another 108 miles beginning at Rochester and continuing through Charlestown,

New Hampshire. There, VT 11 picks up, covering another 42 miles beginning at the Connecticut River in Springfield and terminating in Manchester. ■

# Grondin



## R.J. GRONDIN & SONS

11 Bartlett Road  
Gorham, Maine, 04038

EARTHMOVING SPECIALIST WITH INDUSTRY REPUTATION FOR  
EXCELLENCE AND INTEGRITY

**HIGHWAY/HEAVY CONSTRUCTION**  
**COMMERCIAL • INDUSTRIAL • RESIDENTIAL**  
**SITE WORK • UTILITIES**

Corporate Sales 854-1147

Materials Sales 883-3852



# WA470-8

### INCREASE PRODUCTION WHILE LOWERING FUEL COSTS

- Komatsu SmartLoader Logic for optimal energy savings
- Large capacity torque converter with lock-up
- All-new cab for comfort and visibility
- Powerful 272 HP engine



# I AM KOMATSU

OLANJUWON LUKIE / ASSEMBLER / NEWBERRY, SC

"Komatsu loaders are tough. The loaders I assemble here in South Carolina are built to high standards. I know because my team and I meet and exceed those standards every day. Our goal is to build you a product that will handle the jobs you throw at it and keep coming back for more. And that's why I AM KOMATSU."

MADE WITH PASSION AND PRIDE

# KOMATSU®

[komatsuamerica.com](http://komatsuamerica.com)



Copyright ©2015 Komatsu America Corp. All Rights Reserved

<b>Maine</b> Gorham 207-591-5482 207-591-5515	<b>Farmington</b> 207-778-6595 207-778-2095	<b>Lancaster</b> 603-788-5591 603-788-2208	<b>Henrietta</b> 585-334-6770 585-334-9416	<b>Latham</b> 518-785-4500 518-783-1773	<b>Pennsylvania</b> Clearfield 814-765-5311 814-765-6820	<b>Shipperville</b> 814-226-4100 814-226-5821	<b>Cambridge Springs</b> 814-398-8819 814-398-8966	<b>West Virginia</b> South Charleston 304-756-2800 304-756-2799	<b>Pleasant Valley</b> 304-366-3075 304-366-7214
<b>Bangor</b> 207-942-0177 207-942-1371	<b>New Hampshire</b> Manchester 603-627-7696 603-627-5731	<b>New York</b> Allegany 716-372-8822 716-372-7198	<b>Endicott</b> 607-748-3400 607-748-5564	<b>Tonawanda</b> 716-877-1992 716-877-1581	<b>Bridgeville</b> 412-343-2300 412-504-4251	<b>Somerset</b> 814-443-2867 814-443-4592	<b>Vermont</b> East Montpelier 802-223-9689 802-223-1418		
			<b>Watertown</b> 315-788-5512 315-785-8326	<b>Syracuse</b> 315-463-8673 315-437-2619					

# LET'S GET GOING!

Maine Better Transportation Association advocates for investment in safe, efficient transportation, including road, rail, air, marine and bike-ped. Join the effort.

FMI: [mbtaonline.org](http://mbtaonline.org)

## PLASTIC PIPE FABRICATION PRODUCTS YOU NEED, EXPERT SERVICE YOU CAN COUNT ON.



FABRICATION	REHABILITATION	INSPECTION
-------------	----------------	------------

From Catch Basins to Manholes, whatever HDPE product your job requires, we can design and manufacture it.	Our rehabilitation products and services will be sure to save your organization down time, cost and public disruption.	Safely verify an installation has been done correctly and evaluate any issues with CCTV/ROV camera inspections.
---	--	---

Team PPF is a leader in water, wastewater and stormwater structural rehabilitation services. We've expanded our offerings to include: media filtration remediation services, inspection services, and GIS (geographic information system installations).  
For more information, check out our website or call us call today!



A DIVISION OF  
E.J. PRESCOTT, INC.

[WWW.TEAMPFF.COM](http://WWW.TEAMPFF.COM) | 207.582.4795



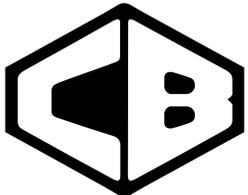
[www.andersonequip.com](http://www.andersonequip.com)



9

CHADWICK-BAROSS • CELEBRATING 90 YEARS • 1929 - 2019

YEARS



**CHADWICK-BAROSS**

Since 1929, Chadwick-BaRoss has supplied New England states with powerful, reliant equipment and the support to match. We've been here for 90 years and we're only getting better.

See what gives us staying power - visit your local Chadwick-BaRoss today.



[chadwick-baross.com](http://chadwick-baross.com)