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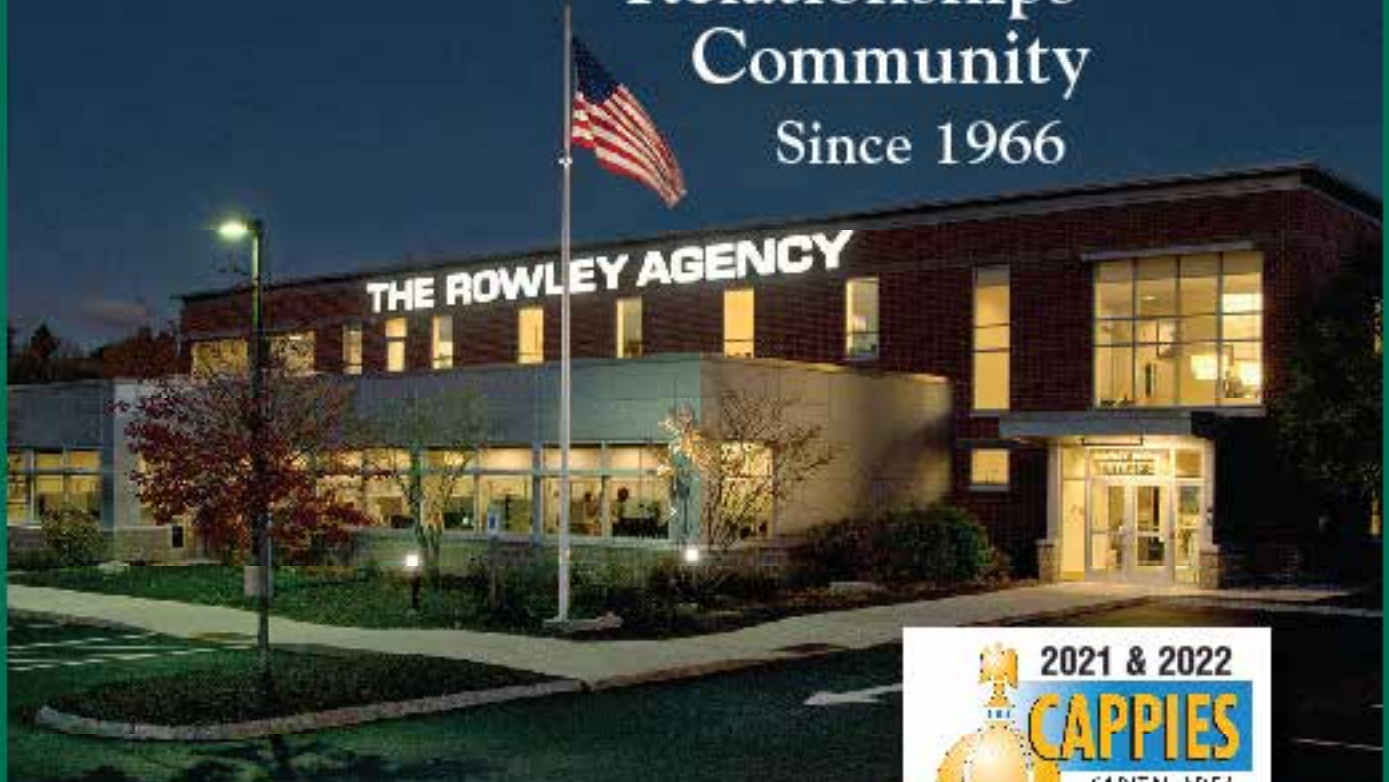
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# MAINE TRAILS

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On the cover: York Toll Plaza. Maine Turnpike Authority photo



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by Tony Grande, MBTA President

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The things they built
Sometimes it is not just infrastructure we aspire to building, but families, friendships, and community

IN OCTOBER, MBTA and Maine lost two giants: Paul Koziell and Eldon Morrison. It was an immense loss for their families and their company - CPM Constructors - and for all of us who counted them as our colleagues and friends. I have talked to many of you who, like me, are struggling with coming to terms with the sudden shock. And thinking about them got me thinking about all the things they built during their lifetimes.

Both men lived life to the fullest. Both put family first, which was easy, because for them, family was a joy. Eldon loved boating, flying, designing new things, buying new tools, and tinkering with machines, and along the way, he built a successful company.

Paul, who was witty, smart, and helped grow that company, was a dedicated family man who loved spending time at the beach, biking, camping, golfing, lobstering and traveling. He was immensely proud of his wife, Denise, and their two children, Sophia and Nicholas.

At CPM, they helped build big things by taking big ideas from the drawing board to reality. You can see their mark on the big capital projects they built with their company - landmark bridges like Martin's Point Bridge in Portland, the historic Cribstone Bridge in Harpswell, and the Beals Island Bridge in Jonesport - as well as the innovative tidal energy project in Eastport and, most recently, Maine Turnpike Exit 45.

But I think we all will remember them as much for the building they did on the human scale - the investments they made in human capital. That included their spouses, children, and grandchildren that they loved dearly. They also built futures for countless Maine students through their support of MBTA and AGC scholarships.

Eldon was the first MBTA member to create an endowed scholarship - the Millard Pray

"I think we all will remember Paul and Eldon as much for the building they did on the human scale - the investments they made in human capital."

Scholarship - in honor of his former business partner which has helped dozens of children of CPM employees attend technical schools and college.

Paul was a tireless supporter of the MBTA Scholarship Fund and for years pestered his colleagues - always in a good-natured way - into buying Super Raffle tickets in a fun race to outsell his friend Bruce Hubbard. He was always gracious and good humored - even when he lost the competition. In reality, Paul could have cared less about winning; it was more about raising money and having fun with Bruce and encouraging others to join them.

We are particularly grateful for the sense of belonging and fun that Paul helped build in this organization through his work with the board, as president of MBTA, by selling raffle tickets for the scholarship committee and



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lending his support and leadership for the MBTA's Dempsey Challenge Team and Young Professionals events.

Here, from a note Maria Fuentes and I sent to the MBTA members when we were still reeling from the news of their death, is what we wrote about these two remarkable individuals:

"Eldon's philanthropy extended well beyond the construction/transportation industry, and included the University of Maine Civil Engineering Department, whose future students will benefit greatly from his generosity; he was also a major donor to the Ferland Engineering Education and Design Center. Eldon loved politics and raising funds for some of Maine's top elected officials, including US Senator Susan Collins. Eldon was also active and generous with Maine Preservation and other non-profits."

"Paul and his boundless energy and forward-thinking left a mark on the association. As a skilled attorney, he brought a thorough analysis of issues before the Board. His diplomatic skills, coupled with his wicked sense of humor, were instrumental in moving issues forward while helping ensure that everyone was also

having fun. In addition to going up through the chairs and serving as MBTA president, he was a past chair of the Events Committee, and was passionate about getting younger members involved in the association. No matter how busy he was, he always returned calls, or contacted us about ideas he had while crisscrossing the state in his truck as he checked out CPM projects. . . His self-deprecating and observational sense of humor was a gift to all of us fortunate enough to be in his orbit, and he enjoyed trading good-natured barbs with his successor as president - Rod Lane - along with other friends on the board."

Right after the tragedy, I struggled to come up with those words to say how grateful we were for what both men, fierce advocates for our industry, had given us. Many of you have stepped up and started a conversation about finding a meaningful way to recognize all that these two have done for our industry and for the state of Maine. In their obituaries, which you will find on pages 44 and 45, their families asked that donations in memory of Eldon be sent to AGC Maine, while contributions honoring Paul be sent to MBTA. Fittingly, those

contributions will go to future scholarships.

To that end, the MBTA Educational Foundation Board voted to endow a scholarship in Paul's name, and we hope MBTA members will help us make that a reality. Given his passion for financially assisting students and empowering them to be part of the transportation construction workforce, a scholarship in Paul's name would continue that effort which was so important to him.

Our hearts reach out to each of you and especially to their families and their CPM family. I know the industry will step up as they have in the past to help Tim Ouellette and the CPM team navigate the challenges the company will be facing after their unfathomable loss.

Paul and Eldon will be missed this winter as we attempt to take up where they left off. I know I will think of both of them as I buy my Super Raffle tickets and catch myself looking for their faces at this season's events - the Maine Transportation Conference and the MBTA Holiday-Scholarship Meeting - in early December. They have left behind a legacy not only across our landscape but also in our hearts. ■

# MBTA CALENDAR

Happy Holidays!

Watch for the 2023 MBTA Calendar at [MBTAonline.org](http://MBTAonline.org)  
and in the next issue of Maine Trails magazine.



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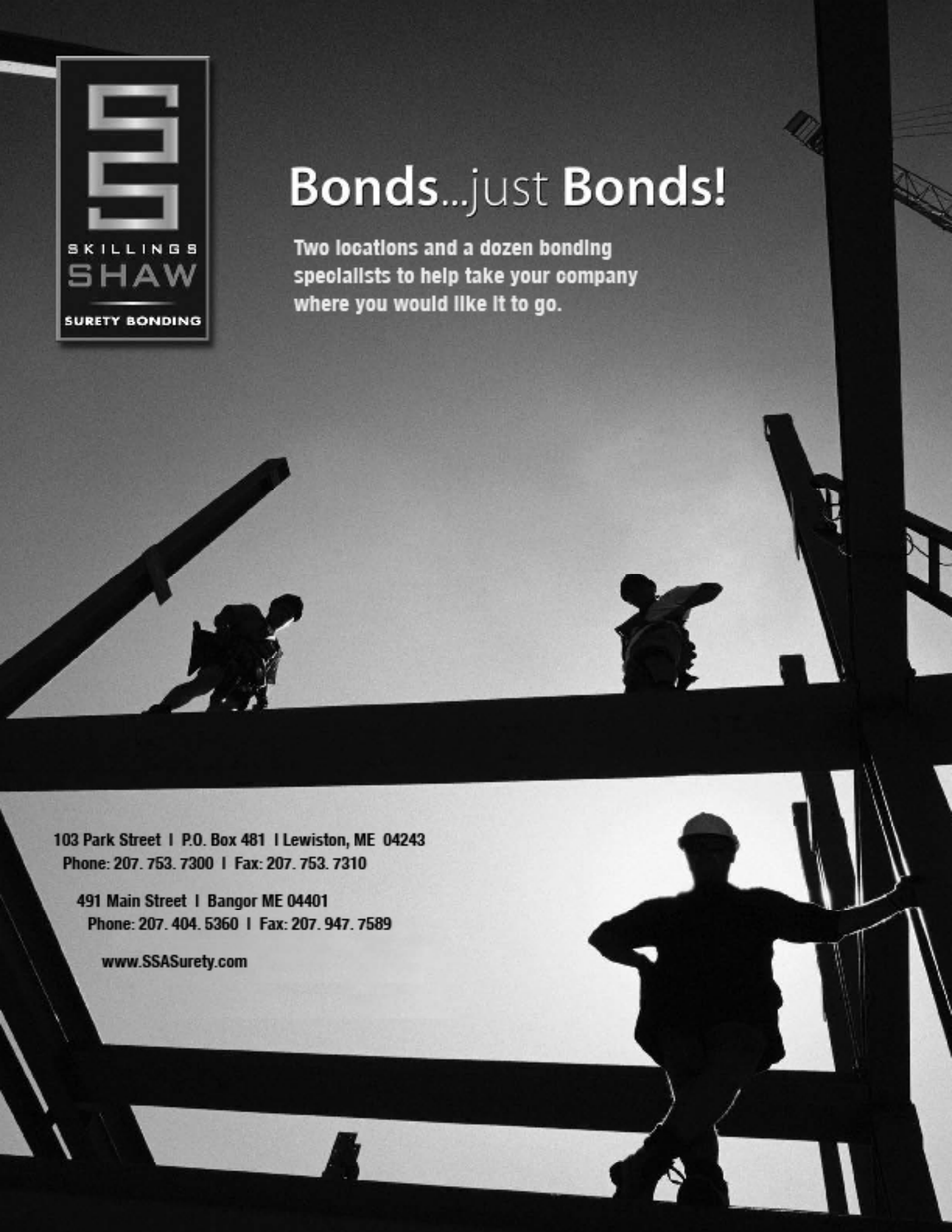
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# ONRAMP



A traffic sign urges caution in rural Finland.

## What is it about Finland?

**A**MERICANS ARE NOW at least twice as likely to die in a vehicle crash as residents of Canada, France and Japan (among many other countries), according to CityLab. But the safety record of Finland, a country associated with empty, rural roads and freezing cold, dark weather, is particularly impressive.

Here are a few reasons why:

- In Helsinki, city officials leverage street design to reinforce lower speed limits with narrow lanes, typically seven feet wide, so drivers don't feel comfortable. In the United States, many lanes are 12 feet.
- Deaths among those walking and biking fell nationwide between 2005 and 2020, and serious injuries are down, too.
- Helsinki has installed around 35 automatic cameras to catch speeders. Such speed cameras are widespread in many developed countries (though less so in the U.S., where they are banned in states like Maine and South Carolina).
- Also, Finland's approach to reckless speeding is unique. If a Finn is caught going more than 20 km/h over the posted limit, the resulting fine scales with the speeder's income.

Finland also invests significant resources into understanding why collisions happen, and unlike in the U.S., these investigations aren't predicated on an assumption that blame lies with a person behind the wheel.

Helsinki officials say that the share of trips taken by bike falls by about 80 percent from autumn to mid-winter when most cyclists shift to using the country's public transportation network rather than driving.

In the U.S., transportation officials often laud the potential for emergent technology to reduce crashes, but the Finns have a less technical approach. Asked what role information technology has played, a Finnish official said, "Zero. "We simply slowed down the cars." ■

## A taxing solution

**I**N 2022, at least eight states — Hawaii, Massachusetts, Minnesota, Tennessee, Utah, Vermont, Virginia and Washington — considered bills that would modify existing programs or set up new pilot programs to tax drivers of electric (all-electric or plug-in hybrid vehicles) based on the number of miles they drive, according to the pewtrusts.org.

States' revenue from fuel taxes has been dropping in recent years. The growth in sales of electric and hybrid vehicles has accelerated the trend.

Under some current programs, the state installs devices in vehicles to measure the miles driven. Other programs rely on drivers to report the miles they've driven or track miles through year-over-year odometer readings when drivers renew their registrations. Under all states' existing laws, vehicle owners voluntarily sign up for the programs.

In the Virginia and Utah programs, drivers can end up paying less under the miles-driven fee than fixed fees the states otherwise charge on electric vehicles. Utah this year revised its law, setting its mileage tax at a penny per mile beginning in 2023, then raising it to 1.25 cents a mile in 2026 and 1.5 cents in 2032. Beginning in 2024, state tax authorities will be able to adjust the rate for inflation.

Legislation pending in Massachusetts would set up voluntary pilot programs to test how a per-mile charge might work. Bills that would have set up a permanent per-mile tax in Hawaii failed this year, but supporters say they plan to revive the legislation. Bills in Minnesota and Vermont that would have required all owners of electric vehicles to pay a mileage fee also died. And Tennessee failed to pass a bill to set up a task force on road use fees.

Without a change in tax formulas, current federal and state gasoline taxes will fail to meet the nation's infrastructure needs. The Congressional Budget Office last year projected that if the 18.4-cent per gallon federal tax remains the same, and infrastructure spending increases at the average projected rate of inflation, the federal Highway Trust Fund will come up about \$140 billion short by 2031. The federal gas tax hasn't been raised since 1993. According to the National Association of State Budget Officers' *2021 State Expenditure Report*, motor fuel taxes make up nearly 40 percent of state transportation funding sources. State officials expect that percentage to decline steadily in the next decade. ■

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Mrs. Joseph Sayward cuts the ribbon opening the new toll highway on December 3, 1947.

# Maine's front door

While diamonds might mark a 75th anniversary for most, in the case of the Maine Turnpike, it's all asphalt

By Betty Adams

**T**HE LIMITED access toll road that forms the main link between Vacationland and the rest of the Lower 48 opened for travel Dec. 13, 1947. It was second only to the concrete Pennsylvania Turnpike, which opened to traffic Oct. 1, 1940, as “America’s First Superhighway.”

Initially, the Maine Turnpike was 47 miles long. A video presentation on the Maine Turnpike’s “Seventy-fifth Anniversary” web page says, “Overnight the Maine Turnpike made Maine vacations affordable and effortless.” A black-and-white photo of the ribbon-cutting ceremony shows attendees in long overcoats in front of about 60 parked cars with patches of snow on the road and white blanketing the shoulder and roadside into the trees.

Now the highway undulates between the northerly abutment of the Piscataqua River Bridge and the capital, Augusta, for a total of 111 miles, including several spurs along the route. The section along the main stem between Portland and Augusta opened in 1955. Since then, the southern section of highway has seen several widenings to accommodate the volume of traffic.

The Maine Turnpike was the brainchild of three prominent leaders, including Joseph T. Sayward, a legislator from Kennebunk, who became the first chairman of the Maine Turnpike Authority (MTA) Board. The original purpose was to ease congestion on U.S. Route 1 as it wound





MAINE TURNPIKE PHOTOS

through towns along the coast.

Today it has done that and more, says Peter Mills, executive director of the MTA: "It has saved many of the adjoining communities, not just those that lie along Route 1 and 1A, but even the interior communities. It has so consolidated the north-south traffic it has saved a lot of roads from being burdened with this traffic." He used as examples motorists who take the Turnpike to speed arrival in the Sebago Lakes region as well as the ski mountains.

He cited another benefit: "It really saved from development some very interesting real estate. One clear example is a lot of the land that borders the York River." Some 30.8 miles of the York River is on track to become part of the National Wild and Scenic Rivers System, a designation granted to just over 92 miles of the Allagash River.

"I don't know that that would have happened without a single artery where all the trucks and cars had to go," Mills said. "It saved a great deal of Maine countryside from the impact of completely disorganized traffic."

Daniel Wathen, a former chief justice of the Maine Supreme Court and chairman of the MTA board since June 2011, too praised the role the turnpike has played for the state.

"The Maine Turnpike is Maine's front door to the rest of the world, at least to the rest of the United States, so it fulfills a very important function," Wathen said. "The thing that has impressed me about it since I've been there is that it has the best information system that



**"It's a very sophisticated system set up over 75 years. . . It's all very logical. It's time, speed and money."**

- Daniel Wathen, MTA Board Chair

I've seen."

He pointed to technology that shows how many vehicles come through the system as well as what types of vehicles they were.

Wathen said the success of the toll highway is due to its financial structure.

"The Maine Turnpike is financed totally by private funds, bond funds; people buy the bonds, individual investors or investment systems. The only security they have for their money - nearly a half a billion dollars - is the revenue from the tolls. It's a very sophisticated system set up over 75 years. It is designed so the road stays in top condition as a venue for Maine travelers and

out-of-state travelers.

"It's designed to do two things: to make this a premium venue for travel and that ensures that the revenue from tolls will be sufficient to pay the bondholders. It's all very logical. It's time, speed and money."

The initial construction was financed with about \$20 million in revenue bonds. Now one of the bond rating agencies noted, "The MTA has a \$2.8 billion 30-year capital program running from 2018 to 2047."

According to the 2022 Operation and Maintenance Annual Report for the Maine Turnpike Authority, which was prepared by HNTB Corporation, the turnpike "accommodated approximately 69.8 million trips with 84.5 million transactions in 2021."

The busiest toll plaza is in York, which had 15.1 million vehicles pass through in 2021, and generated just under \$45.4 million in tolls, accounting for almost 41 percent of the total revenue.

The same report notes, "A passenger car

**Clockwise from top left: advertising the benefits of turnpike travel in the 1950s; constructing the Turnpike Extension to Augusta; Joseph Sayward (center), the MTA's first chairman.**





MAINE TURNPIKE PHOTOS

traveling the full length of the turnpike pays \$8 (7.2 cents per mile), while five-axle tractor-trailers pay \$32 (28.8 cents per mile).

The transition to electronic toll collection, now known as E-ZPass, began in Maine in 1997, with the use of open road tolling gantries beginning in 2013.

That revenue is important. Mills noted that the Maine Turnpike Authority is part of the E-ZPass Group, formerly the Inter Agency Group, comprised of 38 toll-collecting agencies in 19 states, mostly in the eastern United States. Its website lists more than 32 million accounts, 49 million E-ZPass transponders and a total of more than \$14.5 billion dollars in electronic toll revenues for 2021.

“The biggest controversy in the industry is how not to collect cash,” Mills said. “We are one of the few that has retained cash collections.” Part of the reason, he continued, is that it is difficult to obtain addresses – especially those in Atlantic Canada – for those who drive through without E-ZPass transponders and without paying. “As long as we gave a cash option, there’s no reason for not paying.”

On deck for the Maine Turnpike Authority at this point is planning the Gorham Connector, which would link the turnpike’s Exit 45 to the Gorham Bypass off Route 114 in Gorham. It is designed to relieve congestion which has gotten so heavy that commuters have taken to driving on neighborhood roads.

The work, which was requested by the four municipalities involved: Gorham, Scarborough, South Portland and Westbrook, was approved by the Legislature.

“I spend a lot of my time overseeing the



**“The biggest controversy in the industry is how not to collect cash.”**

- Peter Mills, MTA Executive Director

development of that project,” Mills said, adding that it requires permits from both the state Department of Environmental Protection and the Army Corps of Engineers. He said the work involves much planning and public outreach.

Then, there’s concern about what to do with the busiest section of the highway between Saco and Scarborough, where traffic already travels in three lanes in both directions. Mills said the bridges, which were replaced in the 1990s are all long enough to accommodate an eight-lane highway, which he termed “advance planning of the first order.”

Mills said people have questioned whether the future Maine Turnpike will look like roadways in Texas or Los Angeles with 12 lanes in each direction. That’s not in the 30-year plan, but in the next five or six years, some additional widening “might be something we have to do,” he said.

However, that would require statutory changes.

The original 1941 law creating the Maine Turnpike Authority indicated it was to construct and maintain a turnpike from Kittery to Fort Kent.

Current state law describing the powers of the Maine Turnpike Authority says, among other things, it can “construct, maintain, reconstruct and operate a toll turnpike from a point at or near Kittery in York County to a point at or near Augusta in Kennebec

**Clockwise from top left: construction at the West Gardiner Toll Plaza (2020); MTA staff mark Work Zone Awareness Week (2018); Portland area widening project (2020).**



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County, except that the traveled way may not be widened or expanded beyond three lanes for each direction of travel from the southern terminus of the turnpike to mile marker 53 and beyond two lanes for each direction of travel elsewhere on the turnpike without the express approval of the Legislature.”

State law also requires the MTA to set aside five percent of its gross revenue for projects of mutual concern to both the Maine Department of

Transportation as well as the MTA. Mills noted that last year the MTA contributed \$30 million toward replacement of a drawbridge between Maine and New Hampshire that serves as the backup bridge to the high level Piscataqua River Bridge.

While traffic on the highway has returned to pre-COVID levels, Mills remarked on an unusual phenomenon where fuel costs have attracted motorists to the highway’s service areas for prices that can sometimes be 5 to 10 cents lower than elsewhere. “People have been lining up on the turnpike to get gas recently,” he said, adding that may be “a temporary aberration,” said Mills.

In a testimonial on the MTA website, Herb Sargent, president and CEO of Sargent, talks of the company doing work for the Maine Turnpike Authority since construction began in the 1940s, starting with his grandfather and father and now him.

“I’m always glad to be on the turnpike. Design and construction has been one that is conducive to really good, safe smooth traffic flow. I’m always glad to know my kids are on the turnpike. I’m always glad to know that my employees are on the turnpike because I know that it’s one of the best kept highways in the state . . . The health of that artery in and out of the state is really paramount to our economic viability.”



**“The MTA is providing a service for its travelers, and in the beginning it made that regional travel so much more efficient.”**

- Erin Courtney, MTA Outreach Manager



**“I’m always glad to know that my kids are on the turnpike. . . because I know that it’s one of the best kept highways in the state.”**

- Herb Sargent, Sargent President & CEO

Erin Courtney, public outreach manager and legislative liaison for the MTA said, “The MTA is providing a service for its travelers, and in the beginning it made that regional travel so much more efficient. Imagine what it would be like now to drive without an interstate? Having limited access highways allows towns to have local roads to operate as they should. It’s really important.”

Courtney helps coordinate with municipalities

impacted by work on MTA-owned bridges. “The bridges are connecting local roads in those municipalities. As we do maintenance on those bridges, we often have to close them, so we work with municipalities to let them know about detour plans, the length of disruption. We’re trying to be good neighbors.”

Wathen praised the MTA’s employees: “I’ve had several experiences with people writing to me telling me how well they were treated by employees when they broke down on the road. It’s a pleasure to be involved with the MTA. It’s responsive to the needs of the traveling public including the truck drivers.”

Mills says, “I’m older than the turnpike. I’m 79, so I have a certain perspective on it. It has such a stable existence from a financial and engineering and a needs perspective. It was built and engineered to reflect the fact that Maine is a peninsula. Those three old guys in the State House had it right.” ■

About the author: Betty Adams is a freelance writer and journalism instructor. She lives in Augusta and can be reached at [adamsbetty00@gmail.com](mailto:adamsbetty00@gmail.com).

Top: Construction at the York Toll Plaza (2021).





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# Maine's rural roads, bridges among nation's most deteriorated

## Backlog of needed repairs and improvements in U.S. totals \$180 billion

**A** NEW REPORT issued in October by The Road Information Project (TRIP) has found that Maine's rural road and bridges have significant deficiencies.

*Rural Connections: Challenges & Opportunities in America's Heartland* examined Federal Highway Administration data on road and bridge conditions in all 50 states and ranks Maine's sixth for the number of rural bridges rated poor or structurally deficient (15 percent). The study also ranked Maine 10<sup>th</sup> for the condition of its rural, non-interstate roads. Twenty percent of Maine's rural roads are rated in poor condition and 23 percent are in mediocre condition.

"In Maine, rural communities are the backbone of our state. Having 20 percent of rural roads in poor condition puts our communities at a disadvantage, along with the many businesses and our citizens who depend on getting products to their customers," said Dana Connors, president of the Maine State Chamber of Commerce. "The longer we wait to make our roads, bridges, rail lines or any infrastructure safe, the more it will cost."

The condition of the state's rural transportation network carries ramifications for residents and businesses in much of the state. Bridges rated poor/structurally deficient have significant deterioration to 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 services vehicles.

Roads in poor conditions affect Mainers every day, as evidenced by the rate of traffic fatalities on Maine's non-interstate, rural roads, which is more than double the fatality rate on all other roads in the state - 1.67 fatalities

per 100 million vehicle miles of travel vs. 0.71. There were 123 fatalities on Maine's non-interstate, rural roads in 2020. 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.

"Once again, TRIP's report is an important reminder that neglecting our infrastructure has consequences for our economy and the safety of motorists," said Patrick Moody of AAA Northern New England. "Last year 42,915 people died in motor crashes in the United States. We know that the vast majority of crashes are due to human error, but roads and bridges in poor condition add to the challenge of safe driving on our rural roads."

The report notes that America's rural transportation system is in need of repairs and modernization to support economic growth and improve traffic safety, but the U.S. faces a \$180 billion backlog in funding for needed repairs and improvements to the rural transportation system.

The report observes that Maine's rural roads and bridges have significant deficiencies. Fifteen percent of Maine's rural bridges are rated in poor/structurally deficient condition, the sixth highest rate in the nation.

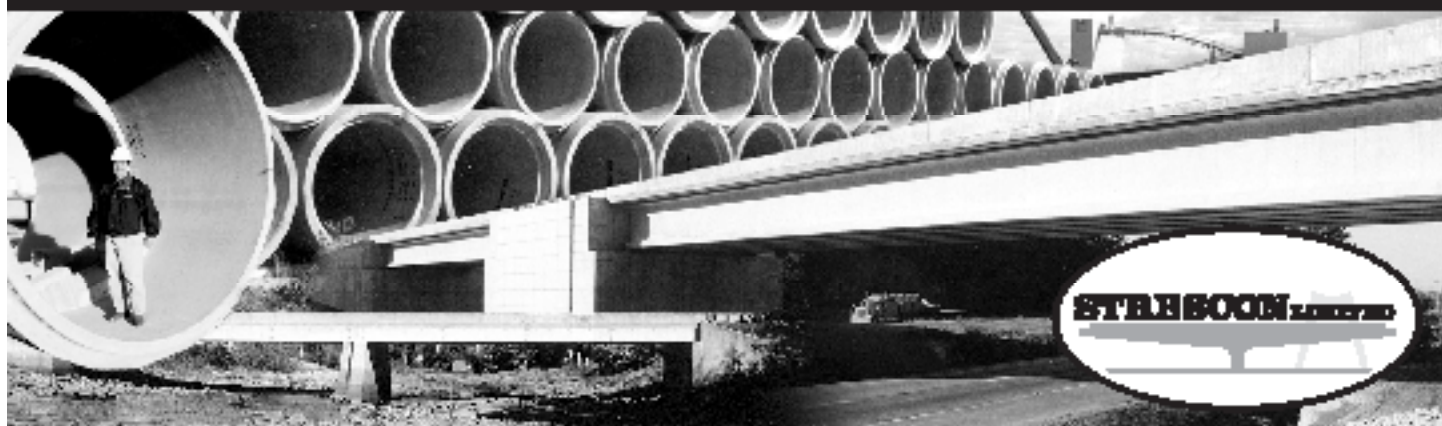
The only other state in New England to rank in the top 10 in both categories was Rhode Island (No. 2 for rural pavement conditions and No. 5 for the poor/structurally deficient bridges).

America's rural transportation system provides the first and last link in the supply chain from farm to market, connects manufacturers to their customers, supports the tourism industry, and enables the production of energy, food and fiber. Rural Americans are more reliant on the quality of their transportation system.

"Farmers and ranchers depend on rural roads, highways and bridges to bring critical inputs like fertilizer and feed onto the farm and to move their products to market," said Zippy Duvall, president of the American Farm Bureau Federation. "As recent supply chain challenges have highlighted, transportation delays and costs take a bite out of our profitability and competitiveness and



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impact the quality of rural life.

An analysis of the *Status of the Nation's Highways, Bridges and Transit Conditions and Performance Report, 24th Edition* report, submitted by the USDOT to Congress in 2021, indicates that the U.S. faces a \$180 billion backlog in needed repairs and improvements to the nation's rural roads, highways and bridges. This includes a \$109 billion backlog for rural road and highway rehabilitation, a \$35 billion backlog for needed rural bridge rehabilitation, and a \$36 billion backlog for needed rural roadway enhancements.

"The health of the nation's economy and the safety and quality of

**"The quality of life in America's small communities and rural areas, and the health of the nation's rural economy, is highly reliant on . . . its roads, highways and bridges."**

*– Rural Connections: Challenges & Opportunities in America's Heartland, TRIP*

life in America's small communities and rural areas ride on our rural transportation system," said Dave Kearby, executive director of TRIP. "Providing the nation with a rural transportation network that supports rural America's economy and will support its future development will require that the U.S. invest in a rural transportation system that is safe, efficient, and well-maintained, and that provides adequate mobility and connectivity to the nation's rural communities." ■

FMI: To download a copy of the final report, visit [tripnet.org/reports/rural-connections-maine-news-release-10-13-2022](http://tripnet.org/reports/rural-connections-maine-news-release-10-13-2022).




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# Going, going, gone for fun!

Members and friends gather and raise more than \$27,000 to support MBTA's work to advance transportation in Maine

**A**NYONE WHO has worked through a busy construction season in Maine, knows one of the best ways to decompress is to get out on the water with a few friends. That is exactly how the MBTA 2022 Fall Convention started as members gathered at Camden Harbor on Friday, September 9 for the event's kickoff cruise. A large crew of MBTAers were piped aboard three vessels – the Appledore, the Olad and the Lazy Jack – and you could feel the tension float away as the boats set off from the dock.

The convention is an MBTA tradition going back to the earliest days of the organization when members gathered to relax and reflect on the past summer's work. This year, members, their families and guests gathered at the Samoset to play golf, cribbage and catch up with old and new friends

at the tail end of the construction season – and to raise money for the organization at the silent and live auctions.

“The convention comes at such a great time of the year,” said Event Committee Chair Eric Ritchie. “The season isn't over, but everyone's been going full bore and it gives us all a chance to take a long, deep breath and celebrate all that we appreciate about this industry – the friendships and knowing that we are building a better future for Maine. That we had spectacular weather doesn't hurt, either.”

Friday evening's festivities were launched with the Grand Opening Reception and included the Lobster Bake and the MBTA Live and Silent Auctions. Ritchie kicked off the evening with a big “thank you” to the weekend's major sponsors: Event sponsors All States Construction,

## THE CRUISE





## RECEPTION, LOBSTER BAKE AND AUCTION



## CRIBBAGE TOURNAMENT



HNTB and Sargent; Cruise sponsor Anderson Equipment; Program sponsors Chadwick-BaRoss, Cross Surety and Cross Insurance, Northeast Paving and Pike Industries; and Auction sponsors H.O.Bouchard, CPM Constructors, Glidden Excavating and Paving, Milton CAT, Stantec, VHB, Whited Peterbilt-Whited Equipment, and Wyman & Simpson.

This year, members raised more than \$27,000 at the silent and live auctions on Friday evening when the good natured bidding took a competitive edge. That was in large part to auctioneers Oliver Zubrick and Emily Tilton, whose sense of fun was contagious. With an eclectic list of auction items ranging from signed sports jerseys from favorite New England teams, and spa and golf weekends to concrete pumping and heavy equipment rentals, there was something for everyone – including those getting in some early holiday shopping. This year, hot items also included tickets to the Bruins, Celtics, and Red Sox that were snapped up by avid team fans.

The evening's final event - the 2022 MBTA Cribbage Championship, organized by Cribbage Chair Tim Folster, netted four winners: Bill Ferdinand placed first; Russ Bragg took second; Joshua Shaw won third and Matt Thibault placed fourth.

Saturday morning, a dedicated group of golfers rose bright and early to

hit the links at the Samoset Resort Golf Club, one of the most beautiful courses in New England. The goal? To place at the top in three team categories: Top Gross, Top Net and Top Mixed. There were also prizes for individual achievers: Longest Drive and Closest-to-the-Pin.

The Rowley Agency-Clark Insurance foursome – Gary LaPierre, Shawna LaPierre, Scott Walker and Ashley Walker – took the Top Gross title with a score of 58. The Bitumar team – Bruce Rideout, Tim O'Connor and Brett Levin – finished first in the Top Net category with a score of 47. Top Mixed title was won by Darrell Gilman, Deseree Gilman, Brian Guillerault and Roland Lavallee with a score of 61.

Those awards were presented by Golf Chair Joe B. Rollins at the poolside barbecue lunch that wrapped up the weekend's official activities. Rollins thanked the tournament sponsors including Grand sponsors All States Construction, Bitumar and Ware Butler; 19th Hole sponsor Ranger Construction; and Gold sponsors Core & Main, Sargent and Whited Peterbilt-Whited Equipment.

“The fall golf tournament – and the entire convention – are such a wonderful opportunity for members to gather and get to know each other,” said Event Chair Ritchie. “We are so thankful to our sponsors who help make it possible.” ■

## MBTA 2022 FALL CONVENTION

### 2022 CONVENTION DOOR PRIZE WINNERS

**\$100 L.L. Bean gift card:** Jenifer MacFawn, Wyman & Simpson

**\$75 L.L. Bean gift card:** Jason Griffiths, Pike Industries

**\$50 L.L. Bean gift card:** Alan Gould, White Cap / A.H. Harris

**\$50 L.L. Bean gift card:** Mary Guillerault, Hews Company

### 2022 MBTA CRIBBAGE TOURNAMENT

**1st Place:** Bill Ferdinand

**2nd Place:** Russ Bragg

**3rd Place:** Joshua Shaw

**4th Place:** Matt Thibault

### 2022 FALL GOLF TOURNAMENT

**First Place Gross:** Gary LaPierre, Shawna LaPierre, Scott Walker and Ashley Walker

**First Place Net:** Bruce Rideout, Tim O'Connor and Brett Levin

**Top Mixed:** Darrell Gilman, Deseree Gilman, Brian Guillerault and Roland Lavallee

**Closest to the Pin:** Andrew Barrowman and Rhonda Cousens

**Longest Drive:** Josh Marceau and Ashley Walker

### 2022 CONVENTION PLANNING COMMITTEE

**Event Chair:** Eric Ritchie, Sargent

**Golf Chair:** Joe B. Rollins, Dirigo Materials

**Cribbage Chair:** Tim Folster, Sargent, Ret.

#### Committee Members:

Orion Breen, Global Partners; Parker Brown, Shaw Brothers; John Danello, Jr., BLS Enterprises, Inc.; Alan Gould, White Cap / A.H. Harris; Tony Grande, VHB; Jason Griffiths, Pike Industries, Inc.; Michelle Ibarguen, Cross Insurance; Dana Knapp, Concord Coach Lines; Sharon Perry, Frankenmuth Surety; Brian Raymond, Dirigo Materials; Bruce Rideout, Bitumar USA, Inc.; Irvin Smith, BET Consulting; Jasmine Strout, Green International Affiliates

## CRIBBAGE, CONTINUED





# MBTA 2022 FALL CONVENTION

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# FALL GOLF TOURNAMENT





## MBTA 2022 FALL GOLF TOURNAMENT

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More than 50 MBTA members participated in the 2022 PDH Tour.

## MBTA 2022 PDH Tour

# It takes a village center

**MBTA's 2022 PDH tour explored how infrastructure is helping to create community in Biddeford and Portland**

**E**VEN BEFORE the MBTA bus arrived in downtown Biddeford on Friday, October 7, there was buzz in local planning and transportation communities about work the city and its partners are doing to revitalize the former mill.

The city was the second stop on the annual tour attended by more than 50 MBTA members and colleagues. The theme of the tour, "It takes a village center," focused on projects currently underway that are designed to promote community life and economic development. The annual PDH Tour has become a popular event on the MBTA's fall calendar and offers engineering professionals the opportunity to get an insider's view to innovative

infrastructure projects, earn professional development hour (PDH) credits and network with fellow transportation leaders.

The tour began with breakfast at the Maine Turnpike Authority (MTA) where Portland International Jetport Director Paul Bradbury, an MBTA board member and past president, welcomed everyone and thanked tour sponsors: Citizen sponsor HNTB; Marketplace sponsors GZA GeoEnvironmental and Cross Surety; and Greenspace sponsors Doucet Surveying, Dragon Products Company, and The Rowley Agency. He also thanked Heather Hayes from Sewall and Greg Mitchell from the city of Biddeford, along with MTA's Peter Merfeld for their help in planning the event, and MTA Executive Administrative Assistant Jacquie Hansen for her help with logistics. Paul gave moving tributes to the late former MBTA President Paul Koziell and Eldon Morrison of CPM Constructors.

"Last year at this time, I was telling you about the first tour of the day, which was the MTA Exit 45 Interchange, where we were welcomed by Paul Koziell, president of CPM," recalled Bradbury. "By now, we all have heard about the tragic accident in Arundel on Wednesday which

took the lives of Paul and his father-in-law Eldon Morrison, founder of CPM Constructors. They both were strong leaders, very generous and committed to raising funds for MBTA and AGC scholarships. Eldon was scheduled to join us today for the tour. Their deaths have come as a shock to everyone who knew them. So, I wanted to take just a moment to remember them and hold their families in our thoughts."

Bradbury then introduced Maine Turnpike Authority Executive Director Peter Mills, who gave his own tribute to the two CPM leaders. He noted that on the prior Sunday, Paul Koziell had invited him to walk the site of the Exit 45 project prior to opening it to the public. "Paul was so proud of that project, and he should have been. CPM was a great partner, built many projects for us, and the death of Paul and Eldon is a tremendous loss to Maine." He then discussed projects underway at the turnpike and provided some insights into the Gorham Connector project being promoted by several communities.

Biddeford Economic Development Director Greg Mitchell and HNTB Vice President Tim Cote provided the two morning presentations.



Greg Mitchell and Mayor Alan Casavant welcomed the tour to Biddeford (left). Peter Heil and Heather Hayes discussed ongoing projects that are transforming the former mill town (middle). Jim McCarthy and Glenn Adams (right). Adams brought participants up to date on the progress at the city of Portland's Back Cove project.





**Paul Bradbury welcomed participants (left). Peter Mills (center left) and Ryan Barnes (center right) discussed work underway and planned for the turnpike. Tim Cote (right) spoke about the Veranda Street Bridge project.**

Tim began with an overview of the innovative Veranda Street Bridge project, and the 60-hour timeline in which the bridge was replaced during a weekend in April. He showed photos of the progress of the project including the pre-closure work in late March, and what was accomplished in sixty hours: bridge jacking and test move; deck demolition; girder removal; transport and setting of the southbound bridge; placement of approach slabs; laying down asphalt (1200 tons); laying out 1,200 linear feet of barrier; and finally, reopening the interstate four hours earlier than planned.

Mitchell provided a history of the renaissance in Biddeford over the past ten years. He made it clear that this didn't happen by accident, and credited Mayor Alan Casavant and City Manager Jim Bennett for being instrumental in leading the charge.

After breakfast, participants boarded a VIP Tour and Charter bus bound for Biddeford where they went on a curated walking tour of projects in the city's Mill District. Greg Mitchell, the city's director of planning and development and Heather Hayes from TFIC/Sewall told a story of transformation. The city's riverfront, which once was home to textile mills employing more than 10,000 workers, has seen considerable public and private investment over the past decade converting the abandoned mills to much-needed housing and commercial

space. Most recently, the work has included construction of a 225,000-square-foot, 640-space parking facility at the site of the former MERC trash incinerator, connection to the riverfront trail and downtown public park, a public art project and design of a pedestrian-friendly streetscape.

Mitchell led participants to the Lincoln Hotel, which had opened only three weeks prior, and had been exquisitely refurbished in a reimagined old mill building. He said he would rate the boutique hotel as the best in Maine, and comparable to venues in Boston or New York. The hotel boasts historic architectural details including exposed brick walls and original wooden ceiling beams. A highlight was the rooftop pool, with a reception area, tiki bar and a 360-degree view of downtown Biddeford. Tour attendees were even greeted by Biddeford Mayor Alan Casavant, who welcomed all and provided history of the many partners they have worked with to revitalize the city.

Next was the Parking Garage, where Hayes spoke about some of the challenges involved in the \$19 million project - a public-private partnership with a 25-year lease term. TFIC and Sewall developed the project which had an aggressive schedule that called for placing precast concrete in just 26 days; updating aging utilities; and building a large underground retention tank near the river to DEP

requirements for stormwater management.

Hayes noted that there had been plenty of "unforeseen conditions," including the 500 aggregate piers and huge old foundations that had to be dug up and removed.

The garage, which opened in July 2021, is just one piece in the city's grand plan. Mitchell told of a cityscape that in 2010 was dominated by a trash incinerator and vacant storefronts now transformed into a lively downtown destination with new shops, lodging, restaurants, and much needed housing. The per capita income of residents has risen by \$14,000 in 10 years, and it is currently the youngest city in Maine, as millennials migrate to Biddeford.

He noted a total of \$100 million in private investments to date, with another \$200 million anticipated to convert old mill structures on the east and west side of the new garage. Mitchell said public investment has included purchase of the MERC facility, investment in the parking garage and construction of Laconia Plaza at the old Pepperell Mill. All-in-all, 13 projects have been completed, are underway or are in the planning stage - all within walking range of a transit hub anchored by the Amtrak Downeaster and accessible to the Biddeford-Saco-Old Orchard Beach Transit Service.

Looking to 2023 and beyond, Hayes said the city will be completing a RiverWalk-Mill District pedestrian and bike plan, undertaking

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construction of a second pedestrian bridge, and constructing Pearl Point Park.

She also highlighted the Pearl Street project which Sewall worked on along with Acorn Engineering, and which will be transformed into a pedestrian-friendly streetscape. Sewall is the Engineer of Record and Construction Inspector while Acorn completed the concept design. The streetscape will have an elevated sidewalk leading to the parking garage and brick pavers on one level to lead pedestrians, bicycles, and vehicles to the RiverWalk.

The final Biddeford presenter was Peter Heil of Acorn Engineering, who described the Saco-Lowell Mill which was constructed in 1900 and manufactured machinery used in the textile industry. The building is being redesigned to provide market rate housing with 96 units and additional campus development of 130,000 square feet of residential and commercial space. The agreement between the developer and the city will result in easements allowing the city to expand the RiverWalk and will reserve space to connect the Pearl Street parking garage to the area next to the Saco-Lowell building through a pedestrian passageway over the existing railroad tracks.

This year's tour was packed with information and earned participants six PDH credits. During lunch back at MTA headquarters, there were presentations by HNTB's Ray Hanf on the turnpike's Exit 45 project, and from Ryan Barnes, who discussed the interchange improvements planned for Saco exits 35 and 36. MTA's Barnes discussed the extensive planning process, resulting from the need to solve regional transportation issues near Exit 36 off I-95. MTA has been partnering with the city of Saco and developed a list of short-and long-term improvements for the two entities to pursue. The project went to bid shortly after the PDH tour and was awarded in November with final completion estimated for November 2025.

After the luncheon program, the group went on a walking tour of Portland Foreside, a redevelopment project on the eastern end of Portland's waterfront. The 10-acre project - formerly a railroad and industrial site - will include a mix of retail, residential, hotel and office space, as well as the Fore Points Marina, according to David Sensus, director of planning and design at the Foreside Development Company who spoke to the crowd.

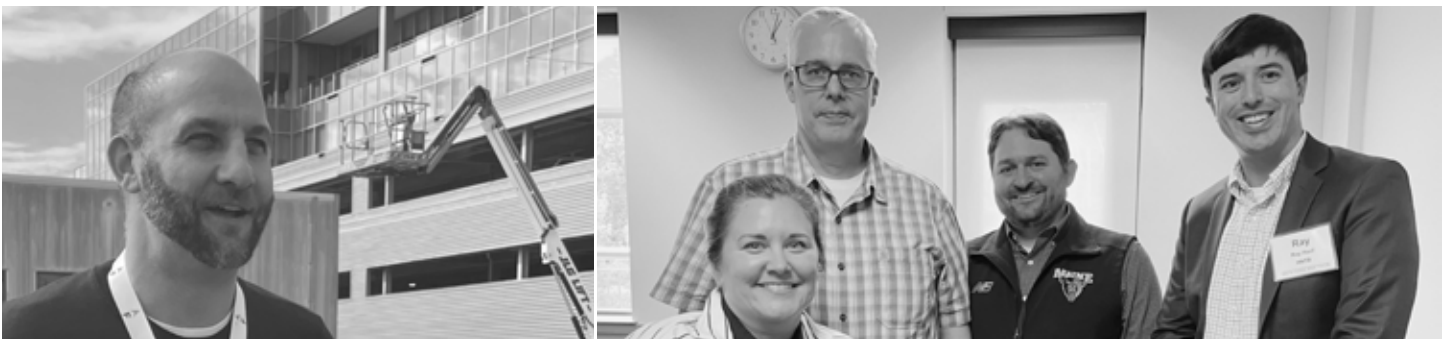
When complete, Sensus said that the new neighborhood at the bottom of Munjoy Hill will

have 500 new homes, 60 percent open space, 150 boat slips, a public EV charging station, plazas that connect to the city's waterfront trail network and a 13,000 square-foot public market in a restored 1857 brick warehouse.

Participants also enjoyed lively discussions on the bus as they traveled between sites. During one leg of the tour, Peter Merfeld pointed out the recently completed Exit 45, and talked of a recent study to improve safety and expand capacity at Exit 35 in Biddeford. Glenn Adams of Sargent provided an update on work Sargent is doing for the city of Portland at Back Cove, where the company is constructing a massive storage facility (south) and a storage conduit (west). Exit 45, Veranda Street and Back Cove were projects that were featured during the 2021 MBTA PDH Tour.

Many thanks to our tour sponsors for making this day at these outstanding projects possible. We are especially appreciative of the day's presenters: Paul Bradbury, Peter Mills, Greg Mitchell, Heather Hayes, Tim Cote, Ray Hanf, Ryan Barnes, Peter Heil, and Dave Sensus. ■

FMI: The MBTA holds educational and networking events throughout the year. For more information about these events and membership, please visit [www.MBTAonline.org](http://www.MBTAonline.org).



MANY THANKS TO OUR SPONSORS



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David Sensus (top left) at the Portland Foreside site. MTA's Erin Courtney, Peter Merfeld, Ryan Barnes, and Ray Hanf (top right). The pool at the Lincoln Hotel (bottom).



# Go, team!

## MBTA's 2022 Dempsey Challenge team – the Road Warriors - raises more than \$8,000!

**T**HIS WAS the sixth year that Maine Better Transportation Association sponsored a team in the Dempsey Challenge, and it was the MBTA's biggest effort on behalf of the cause to date. Led by team captains Jasmine Strout of Green International Affiliates and Peter Moulton of Pike Industries, a motivated team of 15 MBTA Road Warriors raised \$8,035 – a team record - for the Dempsey Center, a Maine-based nonprofit that provides support for individuals diagnosed with cancer and their families. The event took place over two days, September 24 and 25, and included cycling, running and walking events.

"Our team really outdid themselves this year," said Moulton, who headed the cycling Road Warriors. "This is such a fun event, and it is such a great time to be out on the course with such generous colleagues, friends and family members."

"We smashed our fundraising goal by \$3,000! I am just so proud of everyone who did this event with us," said Strout, who led the run-walk team.

The Dempsey Center was founded by actor Patrick Dempsey in 2008 to give back to the community where he grew up, and where his mother first received cancer treatment in 1997. The challenge is the primary fundraiser for the center, which offers free services to cancer patients and their families. This was the 14th Dempsey Challenge, and a record breaker for the organizers, as well. More than 600 participants raised a record \$1.6 million for the center's programs. ■

FMI: The 15th anniversary Dempsey Challenge will take place September 23 and 24, 2023. To learn more, visit [dempseycenter.org](http://dempseycenter.org).

### MBTA ROAD WARRIORS

**Team goal: \$5,000      Raised: \$8,035!**

**Team Captains:** Jasmine Strout (\$450)  
Peter Moulton (\$1,000)

**Members:**

- |                         |                            |
|-------------------------|----------------------------|
| Glenn Adams ( \$360)    | Desiree Jones (\$130)      |
| Kristi Brown ( \$250)   | Christopher Kane (\$2,050) |
| Parker Brown (\$1,240)  | Justin Lewis ( \$260)      |
| Kathryn Buxton (\$260)  | Nathan Lewis (\$260)       |
| Adam Greenlaw (\$250)   | Sharon Perry (\$625)       |
| Ariel Greenlaw (\$500)  | Marie Shelley (\$250)      |
| Robert Greenlaw (\$150) |                            |



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# T2 No. 4

## Tapping into fun at Maine Brewing

**T**HE MBTA Young Professionals held the fourth and final Transportation on Tap event Tuesday November 1 at Maine Brewing Company in Freeport. Some 40 young and young-at-heart MBTA members enjoyed a pint and good conversation.

“These events give us the chance to enjoy a pint and get to know our colleagues better,” said MBTA Young Professionals Chair Patrick Brady. “I’d like to thank our sponsors and everyone for coming out this year and making the series a success.” ■

FMI: Transportation on Tap is a series of gatherings hosted by the MBTA Young Professionals. We look forward to raising a pint with you!

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# Big ideas

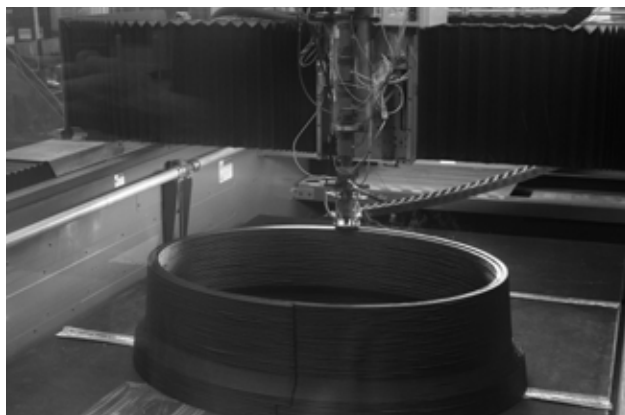
In just four years, the Transportation Infrastructure Durability Center headquartered at UMaine is revolutionizing how New England and the world build, maintain, monitor and repair transportation infrastructure

By Kathryn Buxton

**T**HE WORLD'S largest polymer extrusion-based 3D printer – a custom Ingersoll Master Print based at the University of Maine Advanced Structures and Composites Center (ASCC) – is a big machine for big ideas – something there has been no shortage of since the Transportation Infrastructure Durability Center (TIDC), a federally funded transportation research center, took up residence at UMaine's ASCC four years ago.

UMaine is the lead research institution for a consortium of six New England universities that includes the University of Vermont, University of Massachusetts at Lowell, University of Rhode Island, Western New England University and University of Connecticut, as well as an advisory board of state department of transportation (DOT) officials from the six states. Together, the dedicated collective of researchers are tackling a range of projects that address some of the most challenging issues faced by the DOTs – the effects of weather and climate on transportation infrastructure throughout New England.

“That is central to our mandate,” said James Bryce, TIDC program manager, who describes the institution's role as threefold – innovation, transformation and implementation. During a conference call in mid-October, Bryce and Taylor Ward, communications and media manager for the ASCC, reeled off dozens of projects the center has launched in the past four years that are already showing great promise in meeting that mandate including: the construction, testing, and installation of fiber-reinforced polymer girders currently in service on “100-year” bridges in Maine and Rhode Island; 3D printed culvert diffusers that are being piloted in Maine and New Hampshire; and advanced bridge loading analysis, a project led by TIDC Lead Dr. Bill Davids and Dale Peabody,



**Above: Printing the TIDC-designed culvert diffuser in the ASCC lab. Below: Dr. Roberto Lopez-Anido, TIDC lead researcher, with 3D printed diffuser sections. The diffusers are being piloted at two locations: Thorndike, Maine; and Exeter, New Hampshire.**



MaineDOT director of transportation research and TIDC Advisory board chair, that has extended the life of 10 bridges in Maine.

“This is really cool science,” said Ward. “It’s all about finding sustainable solutions that are accessible to every municipality in the region and beyond.”

## **INNOVATION, ACCELERATED**

“We are so thankful for the support of Maine’s congressional delegation,” said Bryce. In particular, Senator Susan Collins, the ranking member on the Senate’s Transportation Appropriations Subcommittee and Senator Angus King have been strong advocates for the TIDC and ASCC. That support has translated into the funding that has helped TIDC work to fulfill its mission to develop innovative, sustainable, next-generation solutions that improve the durability and extend the lifespan of existing and new transportation assets in New England and beyond.

The center was established in 2018 with a \$14.5 million grant from the U.S. DOT. In 2021, when U.S. Senator

Collins announced the center would receive an additional grant of \$2.5 million for its work, bringing the total six-year funding to just over \$17 million, she praised the university's and TIDC's remarkable accomplishments: “Increasing the durability of our transportation network is key to lowering long-term maintenance costs and reducing environmental impacts. The University of Maine is an established leader in advanced construction technology, which boosts economic growth and job creation here in Maine. This continued funding for the University of Maine's Transportation Infrastructure Durability Center will support additional research to build more resilient bridges, roads, and rail lines that will help improve safety and save taxpayer dollars.”

Senator King also has been a strong supporter and has said the center work “has the potential to save taxpayer money and improve quality of



life for residents of our state, and I look forward to seeing its impact on Maine people for years to come.”

The center’s research over the past four years has covered four “thrust areas”: 1) transportation infrastructure monitoring and assessment for enhanced life; 2) new materials for longevity and constructability; 3) new systems for longevity and constructability; and 4) connectivity for enhanced asset and performance management.

To date, the center has launched no fewer than 75 research projects, as well as held a series of annual conferences and webinars to share its research with leaders in the transportation and construction industries around the country. The most recent event, the 2022 Transportation Infrastructure Durability Conference, was held in Orono this past August, and attracted more than 170 participants who discussed the challenges involved in implementing transportation innovation, including new materials, design and construction techniques. The center also will convene its second TIDC New England Railroad Symposium on February 16.



**Above: The Grist Mill Bridge in Hampden was the first bridge in the nation to use FRP G beams, that are projected to be in service for 100 years. Below: Load testing a bridge, a project that has extended the working life of 100 bridges in Maine.**



arch bridges that can be built in a matter of days – during the early 2010s. That technology has since been deployed in several states, including Maine, New Hampshire, Massachusetts and, most recently Washington.

That research spawned a commercial manufacturing venture – Advanced Infrastructure Technologies (AIT) that continues its pioneering partnership with the lab and has led to the development of the fiber reinforced polymer (FRP) G beams that were used in construction of Maine’s first “72-hour bridge,” the new Grist Mill Bridge that MaineDOT dedicated in Hampden last year.

As always, TIDC research is focusing on solutions that can make the most of the industry’s limited resources. The center currently is spinning off on the G beam research to explore how to manufacture FRP girders and other complex structures using a U.S.-based pultrusion process. If successful, that would significantly reduce fabrication costs and shorten production times for the G beams.

**RESEARCH FOR THE REAL WORLD**

Leading the transformation of an industry is something key researchers at TIDC are quite comfortable with. Dr. Habib Dagher, founding executive director of ASCC, is the most visible member of the 11-member research team based at UMaine. The team also includes Dr. Eric Landis and Dr. Douglas Gardner who recently were cited among the top two percent of scientists worldwide based on the number of citations their research has received.

Bryce and Taylor noted that the team’s focus on innovation, implementation and sustainability are founded in a uniquely Yankee sensibility that existed at ASCC well before TIDC’s founding. It was the need for fast, durable cost-effective alternative construction materials for Maine’s hundreds of aging bridges that led to development of the “bridge-in-a-backpack” technology – inflatable composite-concrete

By the end of this year, three more G beam 100-year bridges will be in service in Maine, Florida and Rhode Island.

**SUSTAINABLE, REAL-WORLD SOLUTIONS**

While those innovations have earned considerable media attention, TIDC researchers also have been working with DOTs to address other acute needs and identify innovative and cost-effective solutions for maintaining and extending the life of states’ bridge, pavement and rail infrastructure.

One early project undertaken by the center was Advanced Bridge Loading Analysis, which re-defined how bridge load capacities were determined. That project enabled MainedOT to reverse load restrictions on 10 of the state’s bridges.

TIDC PHOTOS

TIDC lead researcher, Dr. Roberto Lopez-Anido with Dr. Sunil Bhandari, are also working on a low-impact, cost-effective solution to rehabilitate thousands of aging culverts throughout the region. The research brief for TIDC's Project 2.11: *Culvert Rehabilitation using 3D Printed Diffusers*, emphasizes the pressing, real-world focus of the center's work:

"Due to the increasing number of deteriorating and failing culverts under highways in Maine and across the nation, efforts have been underway to reduce costs by slip lining selected culverts rather than replacing them. While slip lining extends the useful life of culverts, it reduces the diameter of both the culvert and the inlet thus reducing culvert capacity. Utilizing diffuser technology can more than compensate from the reduction in capacity that results from the slip lining process."

The solution that TIDC developed with MaineDOT employs using a 3D printed oval shaped, telescoping culvert diffuser that can significantly extend the life of an existing culvert while increasing its capacity and mitigating the impact on the surrounding environment. That innovation has invaluable potential for MaineDOT and other DOTs that are faced not only with aging culverts, but also more extreme weather events that are putting culvert infrastructure under greater pressure. That project is being piloted at locations in Maine and New Hampshire.

## ASKING THE RIGHT QUESTIONS

The center's work is collaborative, and its researchers partner not only with DOTs in Maine and across the region, but also with industry. TIDC is a member of the MBTA and is working on projects with several fellow MBTA members, including AIT, American Concrete Industries, DL Vews, Geopier, Maine Asphalt Paving Association, SebagoTechnics, and VHB, as well as MaineDOT and Maine Turnpike Authority.

Other projects underway include: work to develop the next generation of flexible thermoplastic rebar that could replace steel rebar that is susceptible to New England weather and road salt; and design and implementation of large 3D printed concrete ballast retainer formwork used at railroad bridges. For the latter, complex forms weighing 6,000 pounds are printed on the ASCC's 3D printer. Concrete for the retainers is poured at the TIDC's project partner, American Concrete Industries in Veazie. The process has proven to be cost-effective with each of the forms stripped and reused at least five more times.

In a time of uncertain and declining transportation revenues, Ward noted that a central proposition of TIDC's research has proven to be a key driver.

"We've emerged as a leader because we [continually] ask 'how do we make it last longer, cost less and be more energy efficient?'" said Ward.

TIDC researchers are also aware of the fact that transportation



**Above: Students from University of Massachusetts-Lowell use electromagnetic detection to identify concrete cracking for a project using the technology to assess highway bridges. Below: A student from University of Vermont performs a stream network assessment to identify sensitive structural, hydraulic, and landscape parameters for flood mitigation planning.**



construction is a major producer of greenhouse gasses, and they have worked to develop bio-based materials and reduce fuel and carbon emissions in the manufacturing processes. The FRP G beams installed at the Grist Mill Bridge site required less fuel and released fewer emissions during the manufacturing process than traditional steel beams. The lab is also exploring how to use wood pellets to manufacture complex concrete forms – forms that are reusable, as well as able to be broken back down into pellets and re-used.

## A MODERN WORKFORCE

The center's big ideas don't just apply to highway, rail and bridge infrastructure. It also includes ideas for building the region's human infrastructure powered by young, talented and forward-thinking individuals. One of the most striking products of the center has been the number of student researchers employed in its work. During its first four years, the center has employed 180 student researchers at its six member universities – many of whom upon graduation have taken their

experience at ASCC and TIDC to their work at DOTs and engineering firms throughout the country.

Earlier this year, as the center was preparing a proposal to submit to the U.S. DOT seeking to continue its work, the amplifying effect that education has had on the center's work was not lost on Bryce and the center's researchers. For this next round of U.S. DOT funding, 28 institutions are vying for 10 five-year grants each of \$15 million (with an additional \$15 million match requirement). If its grant proposal is successful, the center will continue its sharp focus on durability and sustainability, and it will also help ensure the region has the diverse and dedicated workforce to put innovative ideas into action. For this new round of funding, the TIDC has a new member institution – Springfield Technical Community College – which has been an innovator in its own right, championing technical education in Massachusetts' minority communities.

"It's about creating opportunities in the transportation field for people that might not initially go to a four-year college," said Bryce, adding it was also about filling the demand for a new type of workforce in new industries, said Bryce. "We don't just need engineers," he adds. "We need new pilots to fly and manage data gathered from increased unmanned aerial vehicle utilization. We need advanced materials testing technicians that have the knowledge to work with novel polymers in addition to steel or concrete. We need construction managers who know how to effectively utilize the advanced technology that we are developing at the center." ■

FMI: The Transportation Infrastructure Durability Center (TIDC) is located at the University of Maine Advanced Structures and Composites Center. To learn more, visit [www.tidc-utc.org](http://www.tidc-utc.org).



# S.W. Collins receives community service award

**S**W. COLLINS Company, a sixth generation Aroostook County lumber and building supply dealer, was presented with the Shep Lee Community Service Award at the 22<sup>nd</sup> annual 2022 Maine Family Business Awards Ceremony on October 12.

The Institute for Family-Owned Business, a Portland-based nonprofit, in partnership with the MEMIC Group, a Portland-based workers compensation insurance provider presented the award, which is named for Shep Lee of Lee's Autoworks, one of the Institute for Family-Owned Business (IFOB) founders.

This year's honorees were selected from a record 191 nominations and 32 semi-finalists that competed for seven awards. IFOB's annual awards spotlight Maine companies that demonstrate excellence in family involvement, business success and a commitment to employees, customers and community.

In accepting the award, company S.W. Collins President Sam Collins recognized the volunteerism of S.W. Collins' "pioneers" – the nickname the company has for its employees that acknowledges the company's long history in The County.

"We were thrilled to receive the Shep Lee award recognizing all the many volunteer hours that all our fellow 'pioneers' contribute and the donations that are made to make our communities better places to live and work," said Collins. "We are fortunate to be included with a great cast of some of the finest Maine family companies."



**Sam Collins**



S.W. Collins' biannual community grant program has contributed to countless organizations throughout northern Maine, in addition to supporting local schools and events that foster relationships within the region's communities.

S.W. Collins is a family-owned business with roots to a sawmill established by Samuel W. Collins in 1844. In 2022, the company has grown to a leading Maine building supplier with retail locations in Lincoln, Houlton, Presque Isle, Caribou and Fort Kent, a millwork shop, a kitchen and bath design center and an outdoor sporting goods store. ■

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

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# Work Health expands to Dover-Foxcroft

**W**ORK HEALTH, LLC, has expanded into Dover-Foxcroft with the integration of Northern Light Mayo Hospital WorkWISE. Work Health partners with employers to provide occupational health services that support employees' ability to safely perform their specific duties and job functions. WorkWISE will continue to operate at 47 Dwellley Avenue in Dover-Foxcroft.

"We are excited to be able to expand our partnerships and provide our services to those in Piscataquis County and beyond," said Sharon D'Amboise, associate vice president of Work Health. "We look forward to working with the dedicated clients who have partnered with WorkWISE over many years, where you'll continue to see the same staff and service offerings with expanded capacity."

This is the eighth Work Health clinic in Maine. Other facilities are located in Bangor, Ellsworth, Portland, Pittsfield, Waterville, and Presque Isle. Work Health is a wholly owned subsidiary of Northern Light Health. Work



Health provides assessment and treatment of work-related injuries and illnesses, physical exams, on-site ergonomic evaluations, and a variety of employment related testing services.

Work Health provides employees with a continuum of healthcare services that help their employees connect to a larger network of specialty services when needed. In addition, they have developed models of care with strategies that help keep employees healthy and productive, which also supports their goal of safely returning employees to work quickly, while minimizing costs to employers.

All Work Health clinics utilize one common electronic health record, which ensures that a patient's records will be accessible regardless of the Work Health location they visit. ■

FMI: For more information, visit [workhealth.northernlighthealth.org](http://workhealth.northernlighthealth.org).

# United awarded Wirtgen dealership

**U**NITED CONSTRUCTION & Forestry has been named distributor of Wirtgen Group products for the entire state of Maine. This expands United Construction & Forestry's current Wirtgen Group distributorship which includes the Massachusetts, New Hampshire, and the Springfield, Vermont markets.

In the immediate future, United's Westbrook, Hermon, and Houlton construction and forestry locations will deploy a focused team dedicated exclusively to the sales and support of the Wirtgen Group products

and operate a parts and service technician hub. This team of Wirtgen Group specialists includes industry and product experts as well as technicians and parts personnel who understand the business and the sense of urgency required to support the road and mineral technology markets.

Mark Kuhn, President of United Construction & Forestry, said, "Everyone at United is absolutely delighted to represent and be able to expand and offer Wirtgen Group products to our customers in Maine. The Wirtgen Group's superb reputation of

market-leading products and their legacy of technology and innovation has helped many customers succeed in the road construction industry."

In 2017, John Deere acquired the Wirtgen Group, headquartered in Germany. The Wirtgen Group has four premium brands: Wirtgen, Vögele, Hamm, and Kleemann across the road construction sector spanning milling, processing, mixing, paving, compaction, and rehabilitation. ■

FMI: To learn more, visit [www.wirtgen-group.com/en-us](http://www.wirtgen-group.com/en-us).



In Maine, United has a team offering sales and support for the Wirtgen line: (left to right) Paul Brodeur, Rob Doyle, Jim Wojdylak, Eric Schneider, Don Masley, Albert Grimaldi, Carl Schneider, Ron Lafond, Seth Stelmach, Mark Drelinger, and Steven Abbott.





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# Haley Ward acquires MilCor

**H**ALEY WARD has acquired The MilCor Group, Inc. a multi-disciplined engineering firm with offices in Port St. Lucie, and Hobe Sound, Florida. This is the second recent acquisition for Haley Ward, and expands the Bangor-based Haley Ward footprint on both coasts of Florida.

“We are excited to welcome another firm to the Haley Ward team,” said Haley Ward President and CEO Denis St. Peter. “We look forward to collaborating with MilCor CEO Melissa Corbett and her employees to expand our services in Florida.”

The MilCor Group is a certified woman-owned consulting engineering firm located in Florida. MilCor provides civil-site, roadway, stormwater, utilities, and agricultural engineering, construction inspection, and project management. The firm’s clients include state and federal agencies, municipalities, commercial and industrial clients.

Founded in 1978, Haley Ward is an employee-owned engineering, environmental and surveying consulting firm with approximately 170 employees in Maine, Massachusetts, Connecticut, and Florida. ■

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

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# Eldon Morrison, 1941-2022

## Founder of CPM Construction, industry advocate

**E**LDON MORRISON passed away on Oct. 5, 2022 in a tragic accident. He is remembered as an honorable businessman dedicated to his family, Maine and the construction industry.

Eldon was born in Perry to Colon Stuart Morrison and Martha Laura (Clark) Morrison on Aug. 4, 1941. He attended Perry and Eastport schools, then went to the University of Maine to study civil engineering. This experience led to lifelong friendships and support for the university and its engineering school, culminating in Eldon donating funds to the new Ferland building and Classroom 106 being named in his honor. After college, Eldon worked as a project engineer on dam projects for the California Department of Water Resources, and started a family with his wife, Dianne (Malloch) Morrison, of Eastport.

The family moved back to Maine when Eldon joined E.C. Jordan in Portland. After leaving Bridge Construction in Augusta, Eldon took a position with Abington Construction in Portsmouth, New Hampshire. He decided to go out on his own and founded CPM Constructors in 1985, serving as president, and in recent years as CEO, as he supported transitioning management of the company he created to his family members. The word retirement was not in his vocabulary as he still reported to the office every day to keep tabs on company operations. The company's first project was to replace a foundation on a building at the Yarmouth Boat Yard. Since then, the company has grown from one person to over a hundred people working on heavy construction projects, especially bridges, across northern New England.

Eldon loved boating, flying, designing new things, buying new tools and tinkering with machines. In fact, he and his family did much of the work



Eldon Morrison

building their house in Yarmouth. Eldon and Dianne traveled extensively and enjoyed experiencing new places and new adventures. He and Dianne also completed the Great Loop with their boat, "Maine Visions." In recent years, Eldon and Dianne spent winters in North Fort Myers, Florida, enjoying the warm weather and playing pickleball with friends. Eldon also spent time hunting and lobstering with his grandsons.

Eldon served on many boards and was active with the University of Maine Foundation and the Associated General Contractors of Maine. He served as board president of AGC Maine in 2007, and spent time promoting funding efforts for construction projects, both at the state and federal level. Because he felt so strongly about the need for a good education, Eldon enthusiastically supported the AGC Maine

Education Foundation as a board member, spearheading the fundraising effort to support scholarships for engineering and construction students across Maine. He established named scholarships for CPM Constructors for the benefit of CPM Constructors' employees and their children. He was also a 50-year member of the Masons and a member of the Kora Shrine.

Eldon is survived by his wife of 59 years, Dianne Morrison; daughters Stacey Morrison and her partner, Ricky Dosedlo, Denise Morrison, Susan Morrison and her husband, Timothy Ouellette; grandchildren Isabella Morrison-Ouellette and her husband, Joncarlo Avila, Abigail Morrison-Ouellette, Sophia Koziell, Zachary Bowman and Nicholas Koziell; sister, Evelyn Brower; and many nieces and nephews. Eldon was predeceased by his parents; and brothers Colon and Maynard Morrison.

In lieu of flowers, the family asks that any memorial donations or contributions be made in Eldon's name to the AGC Maine Education Foundation, 188 Whitten Road, Augusta, Maine 04330. ■



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# Paul Koziell, 1967 - 2022

## CPM Construction president, former MBTA president and longtime MBTA board member

**P**AUL KOZIELL passed away on Oct. 5, 2022 in a tragic accident. Paul was dedicated to his family, was involved in many facets of the Scarborough community and was a supporter and promoter of the construction industry.

Paul was born on October 14, 1967 in Claremont, New Hampshire to Boleslaw Koziell and Florence (Derosiers) Koziell. He attended Newport schools, and graduated from the University of New Hampshire in Durham, where he met the love of his life, Denise Morrison, then continued his education at Suffolk University School of Law in Boston graduating in 1993.

Paul worked as an associate clerk for a small law firm in Boston before starting his own law practice in 1995 in Brookline, Massachusetts. In 2001 he moved to Maine with his family and became an associate with Drummond & Drummond in Portland. In 2004 he joined CPM Constructors of Freeport as one of the family members running the business. He became president of CPM Constructors in 2016.

While he was successful and well regarded in both the legal profession and construction industry, Paul was most proud of his family. He loved spending time with them at the beach, watching their sporting events, biking, camping, golfing, lobstering and traveling. The family especially enjoyed spring trips to Florida, where they would spend time with family and friends enjoying the Floridian sunshine.

Paul participated in several Trek Across Maine biking events with his brother, Peter and friend, Tim. He also coached daughter, Sophia



Paul Koziell

and son, Nicholas in community service soccer and basketball in Scarborough.

In 2011, Paul led the effort in Scarborough to develop a plan and garner approval for a new intermediate school to replace the existing aging and unhealthy building. The voters agreed, and the new Wentworth School was finished in 2015 and included a plaque honoring Paul and his dedication to the community.

In the construction industry, Paul was active in many organizations, serving as president of Maine Better Transportation in 2016, continuing to serve on the MBTA board, and playing a major part in raising money for the MBTA Educational Foundation to support scholarships for students studying in transportation-related fields. He also served on

the 2020 Blue Ribbon Commission on Transportation Funding.

Paul is survived by his wife of 26 years, Denise Morrison; daughter, Sophia Koziell, son, Nicholas Koziell; mother, Florence Koziell; brother, Peter Koziell; mother-in-law, Dianne Morrison; sisters-in-law Natalie Koziell, Stacey Morrison and Susan Morrison, brother-in-law, Timothy Ouellette; and nieces and nephews Isabella, Abigail, Zachary, and Isiah. He was predeceased by his father, Boleslaw Koziell.

In lieu of flowers, Paul's family requests that donations be made in his name to the Maine Better Transportation Association (MBTA) Educational Foundation, 150 Capitol Street, Suite 5, Augusta, Maine 04330. If you wish to make a donation please include an optional note in the preferred payment section and include "In honor of Paul Koziell." ■



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# The Bipartisan Infrastructure Law one year later

## A better transportation future awaits if we seize it

IT HAS now been one full year since Congress passed and President Biden signed the Bipartisan Infrastructure Law (BIL). At the Maine Department of Transportation (MaineDOT), we have spent the past 12 months learning as much as we can about the landmark legislation and how to best position ourselves to maximize its benefits for Maine's transportation system. The new opportunities to compete for discretionary federal grant funding included in the BIL coupled with historic levels of state General Fund support for transportation are allowing MaineDOT to plan for a more optimistic, proactive approach to managing and improving Maine's vast transportation system.

The BIL calls for MaineDOT to eventually receive about \$1.3 billion in core federal highway and bridge program funding and an additional \$225 million in dedicated bridge funding over the five-year life of the legislation. Annually, this translates into an estimated \$66 million (28 percent) more in reliable formula funding over the five-year life of the bill. Given extraordinary infrastructure cost increases – about 50 percent over the last four years – these formula funds could not have come at a better time and are already baked into MaineDOT's three-year work plan. Maine's transportation needs have outpaced resources for a long time, and recent inflation only made the situation worse. Accordingly, these critically needed and much appreciated increases to formula funding in the BIL are properly viewed as an overdue cost-of-living raise.

The potential game-changer in the BIL is in the upsizing of existing

**“The potential game-changer in the Bipartisan Infrastructure Law is in the upsizing of existing competitive discretionary grant programs and the addition of several new ones. These programs require detailed applications and are highly competitive across the nation.”**

competitive discretionary grant programs and the addition of several new ones. These programs require detailed applications and are highly competitive across the nation. The rules of each grant type continue to evolve, and preparing winning applications often requires substantial judgement and organizational agility. With critical support from our very engaged congressional delegation, Maine has been punching above its weight in being awarded grant funds. MaineDOT wants that trend

to continue and is committed to making Maine one of the most successful states in the country at winning transportation grant competitions.

Special federal funding — including competitive grants and congressionally directed spending — allows MaineDOT to better address our core asset management duties such as keeping our vast existing rural highway and bridge network safe and reliable. Further, for the first time in many years, it allows us to work with transportation and municipal partners to make meaningful – and potentially transformative – investments in the things that make Maine special: our iconic villages and downtowns, our connecting corridors, our economy, and a cleaner transportation and energy future.

To date, Maine has already been awarded \$126.7 million in discretionary grant funding for the following projects:

**The Downtown Sanford Village Partnership Initiative Project** calls for a much needed and long-awaited revitalization of downtown Sanford by building upon numerous transformational accomplishments

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the city has already made. This project has been awarded a \$25-million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The total project cost is \$34.4 million.

**The Hogan Road Pedestrian and Mobility Improvements** in Bangor will replace the state's busiest interchange with a newer, safer, more efficient, and modern one. The new configuration will be a diverging diamond interchange (DDI) and create a safe bicycle- and pedestrian-friendly overpass. This project has been awarded a \$24.6-million RAISE grant. The estimated total project cost is \$35 million.

**The Presque Isle Freight and Mobility Priority Corridor Project** will provide a critically needed route for vehicles, including tractor-trailers, to travel around the city of Presque Isle instead of traveling down Main Street (U.S. Route 1). This is the second phase of a project that will positively impact freight traffic in northern Maine's largest city. This work will also prepare the area for future downtown improvements. This project has been awarded a \$44.1-million Infrastructure for Rebuilding America (INFRA) grant. The total project cost is estimated to be \$84.3 million.

**The Downeast Coastal U.S. Route 1 Improvement Project** will rehabilitate 68 miles of roads in Washington County to improve safety and achieve a state of good repair. This project has been awarded a \$33-million INFRA grant. The estimated total cost is \$55 million.

To take full advantage of these opportunities, MaineDOT wants to coordinate with municipalities, planning organizations, and other eligible applicants to prepare for success. A vague or isolated idea does not compete for funds as well as a scoped project that is well developed and broadly supported. MaineDOT offers straightforward, affordable planning partnership programs – including our recently added Village

Partnership Initiative – for municipalities that want to envision a better place through transportation investments. The work in Sanford is a great example of what can result from strong partnerships between state and local officials.

Like everything worth working for, there are challenges ahead. They include goal setting, costs, and funding. During 2022, MaineDOT's Bureau of Planning has led numerous strategic efforts, including long-range and specific modal plans, that will wrap up soon. This process has demonstrated that needs and expectations are high, which can make the setting of realistic, system-level goals more challenging. On the cost front, tight labor and stubborn supply chain woes mean that higher costs are not going away anytime soon, and that contractor capacity risks are increasing. Regarding funding, although not intuitive, the reality is that increased federal funding requires increased state match funding. Further, federal funding is often ineligible or unworkable for lower-cost, state-devised improvements to our vast network of lower-traffic highways. Finally, state Highway Fund revenues are flat.

These challenges can be overcome. For example, Governor Mills stepped up with unprecedented levels of General Fund support for transportation in Maine. In addition to bonding, General Fund support for transportation reached \$106 million last year and \$185 million this year.

The bottom line is that there is reason for optimism. If we set reasonable goals, manage costs with innovation and state ingenuity, and build on recent federal and state funding successes, all Maine people can realize the enhanced safety, economic opportunity, and quality of life that comes with a better transportation future that is within our reach. ■



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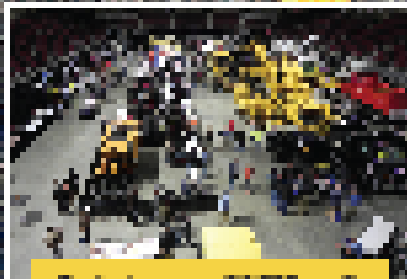
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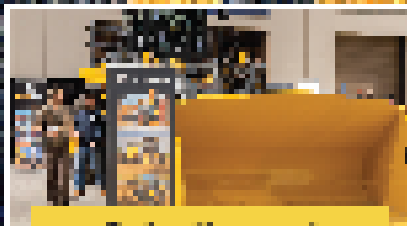
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**John Meeker, a summer guest at the Atlantic House at Scarborough Beach, at the wheel of his 1903 Ford. Automobiles were still a rarity in Maine when Representative David E. Moulton of South Portland submitted a bill calling for a network of state highways.**

## When Maine's 'good roads' were born

IN MAY 1945, Maine Good Roads Association President W.S. Anderson attended a luncheon meeting of the Maine State Chamber of Commerce and was seated next to David E. Moulton, who made an audacious claim: "Did you know that I am the Father of the Good Roads Movement in Maine?" recounted Anderson.

Anderson's luncheon companion, as it turned out, had served in the Maine House at the turn of the 20th century and was appointed to the Joint Standing Committee on State Lands and Roads in 1901, a full seven years before Henry Ford began mass-producing his Model T automobile. (Moulton, a lawyer and dairy farmer, also had a long association with the Portland Water District and wrote a history of that organization published in 1929.)

Nineteen hundred and one was the year that Governor John F. Hill noted in his annual state address that the question of improved highways "is one of great interest and importance to the whole State, and especially to the people of the country towns. Good roads shorten the distance to market, increase the value of contiguous property and are potent factors in the development of every community."

Representative Moulton took up that charge, and in early February, proposed a bill – An Act Providing for State Roads and the Improvement Thereof – that would establish a network of state highways in a seemingly democratic manner: "Upon the request of the municipal officers of any town, the county commissioners of the county wherein said town is located shall designate that highway running through said town which in their judgment is the main thoroughfare, and said highways shall be known as a state road."

The bill also established a system by which municipalities matched state highway funding for improvement of their designated roads dollar-for-dollar by a sum "not exceeding one hundred dollars."

On March 14, Moulton added an amendment calling for a \$15,000 appropriation in 1902 to carry out the provisions in the bill. The bill passed both houses one week later and was signed into law by Governor Hill on March 22, 1901. ■