



From the Editor:

Happy New Year!

Have you been debating what your 2019 New Year's Resolution will be? Getting more involved with the Maine Section of ASCE is always a welcomed resolution! There are many opportunities to get PDHs, volunteer, mentor students, or enjoy time with friends and colleagues! This issue of The Informant has all the details you need to become a more active member.

If you have ideas, suggestions, questions, etc. please feel free to contact us at Informant@maineASCE.com.


I hope to see you soon!

Heather

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Maine Section ASCE - Save the Date(s)

January 2019

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6	7	8	9	10 Geosynthetics Tech Day	11	12
13	14	15	16	17	18	19
20	21	22	23 ASCE/WTS Monthly Meeting	24	25	26
27	28	29	30	31		



President's Message

I hope all of you enjoyed the holidays with your families and are ready to take on the New Year. ASCE ended the year strong with a lot of great events in December. One of my favorite events this year was the Mariners hockey game. Thanks to everyone that came out and had fun with us at the game. I also enjoyed getting the opportunity to talk to some of our members at the Transportation Conference and the All-Industry Meeting. We have some great events planned again for January including the Geosynthetics Technical Seminar and our Monthly Meeting on the Maine Turnpike Widening and Safety Improvements.

2018 was a great year for the Maine Section as we received one of the 2018 Outstanding Section and Branch Award Certificates of Commendation. The recognition is awarded to Sections and Branches that were selected as the runners-up for the Outstanding Section and Branch Awards. This award acknowledges the hard work, effort, and time that the board puts into to making your Section successful. Thanks again to Past-President Mike St. Pierre and all the board and committee members that made this possible.

I also wanted to let you know that the Maine Section helped sponsor the Dream Big educational program this year. As a result, every K-12 school in the state will be receiving a copy of the Dream Big Educational Toolkit. The tool kit includes the film, a teacher's guide, and some additional videos and webisodes. The toolkits should be arriving in schools after the first of the year and we are excited for the opportunities that this will create. To support this effort, we will be looking for volunteers to help go into class rooms and talk about being a Civil Engineer. If this sounds like something you would be interested in please email me (lucas.stiles@kleinschmidtgroup.com) and I will add you to our list of volunteers. For those that have not had a chance to watch the movie you can check it out on Netflix.

On behalf of the Maine Section I would like to wish you a happy New Year and I hope to see you at one of our upcoming events

Lucas Stiles, P.E.

Maine Section ASCE President





Maine Section ASCE Technical Day

Designing with Geosynthetics

Presented by: John Folts, PE/TenCate Geosynthetics

Thursday, January 10, 2019

Location:

Woodard & Curran (Basement Conference Room)
41 Hutchins Drive, Portland, ME 04102

This seminar will improve your understanding of Geosynthetics and their proper use for making your projects more economical and sustainable. This will include discussions and education on the diverse categories of Geosynthetics, their proper application for use and their relevant design methodologies. The Engineering professional attending this seminar will leave with a better understanding on the application of the use of innovative materials for structure enhancement, continuous moisture management, pavement interlayers and slope/wall stabilization. It will also cover design software capable of improving the cost efficiencies for slope and roadway applications utilizing these materials.

Schedule:

8:30 – 9:00 Registration/Breakfast
9:00 – 12:00 Presentations
12:00 – 1:00 Lunch/ASCE Presentation
1:00 – 3:30 Presentations

Price:

___ \$60 ASCE Members before RSVP (January 9)
___ \$80 Non Members and Members after RSVP
___ \$50 Life Members

Make checks payable to: **Maine Section ASCE**

We reserve the right to invoice no-shows.

Name: _____

Organization: _____

Email Address: _____

**Register Today:
Limited Number of Seats**

RSVP Extended to January 9th!

Earn 6 PDHs!

Life Member: ___ Yes ___ No

To Register or for more information, contact Dan Bouchard (ASCE Maine Section Vice President)

- Email: dbouchard@louisberger.com





Maine ASCE & WTS Joint Meeting

Maine Turnpike Widening & Safety Improvements

Date: January 23, 2019

Location: DiMillo's Restaurant and Lounge

25 Long Wharf
Portland, ME 04101

Parking is Free in the DiMillo's Lot (GPS Device, enter 154 Commercial St. Portland, ME): Don't forget to bring your parking ticket to the restaurant to be validated

Join us for our January Joint MaineASCE and WTS Maine Chapter meeting as we discuss the proposed 4-year Portland Area Widening & Safety Improvement program that is being developed to meet the findings of the Maine Turnpike Authority Needs Assessment Study, dated August 24, 2018. The program, estimated at approximately \$153 million provides an additional lane north and south as well as related improvements to address the safety and capacity needs of this section of the Turnpike. The project begins at Holmes Road (Mile 43.0) and extends 6.3 miles north to just north of the Warren Avenue Bridge (Mile 49.3). In addition to the widening projects which will be bid in 2020 (permitting process underway currently), there are multiple bridge projects in the area that started construction in 2018, with additional bridge projects planned for bidding in 2019.

Representatives from the Authority and their consultant, HNTB will begin by providing information from the needs assessment study, including the detailed evaluation of nineteen alternatives and results from an extensive public participatory process. In addition, the program project schedule including coordination with multiple bridge rehabilitation projects and significant traffic control efforts to minimize traffic impacts will be highlighted. Finally, the drainage, geotechnical, environmental and stormwater considerations will be reviewed and discussed.

Schedule:

4:30 - 5:30 ASCE Board Meeting
5:00 - 6:00 Registration, Social Hour
6:00 - 7:00 Dinner
7:00 - 8:00 Presentation

Price:

___ \$40 ASCE/WTS Members before RSVP (January 16)
___ \$50 Non Members and Members after RSVP
___ \$30 Government Employees/Students
___ \$0 Life Members

**Now Accepting Credit Card
Payments!**

RSVP By January 16th!

Earn 1 PDH!

Make checks payable to: **Maine Section ASCE**

We reserve the right to invoice no-shows.

Name: _____

Life Member: _____ Yes _____ No

Organization: _____

To Register or for more information, contact Dan Bouchard (ASCE Maine Section Vice President)

- Email: dbouchard@louisberger.com



Scholarship Opportunity

MAINE SECTION ASCE HIGH SCHOOL SCHOLARSHIP

The ASCE Maine Section is seeking applicants for its *Civil Engineering High School Scholarship*. There will be one \$2,000 scholarship awarded to an outstanding high school senior from Maine who plans to major in civil engineering in college. The student selected must show proof of enrollment in a four year ABET accredited Civil Engineering program. This scholarship has been highly successful in past years and typically attracts many students who are in the top 5% of their graduating class. The application and all its attachments must be postmarked by January 31, 2019. If you know anyone who might be interesting in applying, please encourage them to obtain further information and applications from their guidance counselor or from:

Leslie L. Corrow, P.E.
Kleinschmidt Associates
141 Main Street
PO Box 650
Pittsfield, Maine 04967
Phone: 207-487-3328
Fax: 207-487-3124
Email: leslie.corrow@kleinschmidtgroup.com

Call for Technical Presentations

MAINE ASCE CALL FOR TECHNICAL PRESENTATIONS

Have you used an innovative solution to solve a complex problem recently? Have you used innovative technology to help your project be successful? Did you have a project that was just really cool and interesting? If so, MaineASCE invites you to share!

Come share your presentation with the engineering community at the Annual **MaineASCE Technical Seminar** on March 21, 2019. We are looking for presentations with innovative technical solutions to help Maine's infrastructure.

The technical seminar is a great way to get your name out to the engineering community. Each year, the conference is attended by 100 or more engineers, planners and town officials.

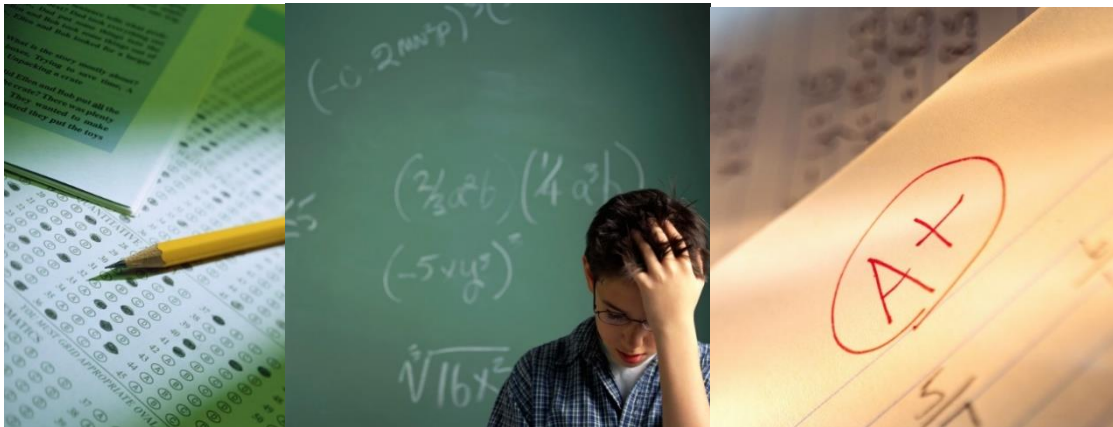
Please contact Ray Bolduc at ray.bolduc@wbrcae.com to submit your presentation.



2019 SPRING PE Review Course!

Join the Maine ASCE PE Review Course starting February 5, 2019. Join today if you are taking the PE Exam either Spring 2019 or Fall 2019.

This is an online webinar with LIVE instructors available to answer your questions. Slide shows and examples are presented – we recommend printing them off and bringing the binder with you the day of the test. If you are unable to attend a live session, don't worry, you'll have free access to on-demand recordings until the Spring PE exam date! Do not need to be an ASCE member to sign up.



Live Session Location: To Be Determined

****REMEMBER** – DO NOT NEED TO ATTEND THE LIVE SESSIONS AS EACH SESSION IS RECORDED AND AVAILABLE ON DEMAND UNTIL THE SPRING PE TEST

When: Tuesday & Thursday, 3-5PM beginning February 5, 2019 (22 classes in total)

Cost: \$499 per person based on 6 participants. The more participants, the less cost per person!

Contact: Dan Bouchard - Dbouchard@LouisBerger.com

FMI visit: http://www.asce.org/pe_exam_review/

Course Schedule



Tuesday, February 5, 2019

STRUCTURAL ANALYSIS

J.P. Mohsen, Ph.D., F.ASCE

Thursday, February 7, 2019

STRUCTURAL MECHANICS

J.P. Mohsen, Ph.D., F.ASCE

Tuesday, February 12, 2019

DESIGN AND CONSTRUCTION

J.P. Mohsen, Ph.D., F.ASCE

Thursday, February 14, 2019

CONSTRUCTION MATERIALS

J.P. Mohsen, Ph.D., F.ASCE

Tuesday, February 19, 2019

SOIL MECHANICS

Jerry Vandevelde, P.E., M.ASCE

Thursday, February 21, 2019

FOUNDATION ENGINEERING

Jerry Vandevelde, P.E., M.ASCE

Tuesday, February 26, 2019

HYDRAULICS

Benjamin D. Fennell, P.E., M.ASCE

Thursday, February 28, 2019

HYDROLOGY

Benjamin D. Fennell, P.E., M.ASCE

Tuesday, March 5, 2019

ENGINEERING COST ANALYSIS

J.P. Mohsen, Ph.D., F.ASCE

Thursday, March 7, 2019

PROJECT PLANNING

J.P. Mohsen, Ph.D., F.ASCE

Tuesday, March 12, 2019

GEOMETRICS

J.P. Mohsen, Ph.D., F.ASCE

Thursday, March 14, 2019

SITE DEVELOPMENT

J.P. Mohsen, Ph.D., F.ASCE

Friday, March 15, 2019

WATER RESOURCES AND ENVIRONMENTAL DEPTH I

Benjamin D. Fennell, P.E., M.ASCE

Monday, March 18, 2019

TRANSPORTATION DEPTH I

Brandon Shelley, P.E.

Tuesday, March 19, 2019

GEOTECHNICAL DEPTH I

Jerry Vandevelde, P.E., M.ASCE

Wednesday, March 20, 2019

STRUCTURAL DEPTH I

Mark McGinley, Ph.D., P.E., M.ASCE

Thursday, March 21, 2019

CONSTRUCTION DEPTH I

J.P. Mohsen, Ph.D., F.ASCE

Friday, March 22, 2019

WATER RESOURCES AND ENVIRONMENTAL DEPTH II

Nageshwar Bhaskar, Ph.D., P.E.

Monday, March 25, 2019

TRANSPORTATION DEPTH II

Brandon Shelley, P.E.

Tuesday, March 26, 2019

GEOTECHNICAL DEPTH II

Jerry Vandevelde, P.E., M.ASCE

Wednesday, March 27, 2019

STRUCTURAL DEPTH II

Mark McGinley, Ph.D., P.E., M.ASCE

Thursday, March 28, 2019

CONSTRUCTION DEPTH II

J.P. Mohsen, Ph.D., F.ASCE



Ski Day at Sugarloaf with UMaine Students! SATURDAY, FEBRUARY 9, 2019!



Prices: \$50 ASCE Student Members (\$35 if 18 & under)
 \$65 ASCE Members
 \$67 Non-Member (ages 19 & up) \$52 Non-Member ticket (ages 6-18)
 \$18 ASCE Students @ Outdoor Center (Nordic ski, snowshoe, ice skate)
 \$30 ASCE Members @ Outdoor Center

All day alpine ski/snowboard rentals available for \$30 and helmet rentals for \$8
 Equipment rentals also available at the Sugarloaf Outdoor Center

The following group rate lessons are also available

Learn to Ski or Snowboard: \$50 (includes learning area lift ticket, rentals and a clinic)
 Learn to Ski Step 2: \$60 (includes mid-mountain lift ticket, rentals and a group clinic)
 Perfect Turn Clinics: \$30 (90-minute lesson, different levels available)

Come join ASCE for a fun day of skiing! Lunch at the Sugarloaf Inn, catered by the Shipyard Brewhaus, is included in the ticket prices for ASCE members (students & Maine section). If you are a guest and interested in joining ASCE for lunch, it will be an additional \$10. Please RSVP by February 5th to Esther Bizier (esther@main-landdci.com, 931-8484).

**Please be prepared to pay by cash or check the day of the event BEFORE receiving your ticket.
 Friends and family are welcome – the more the merrier!**





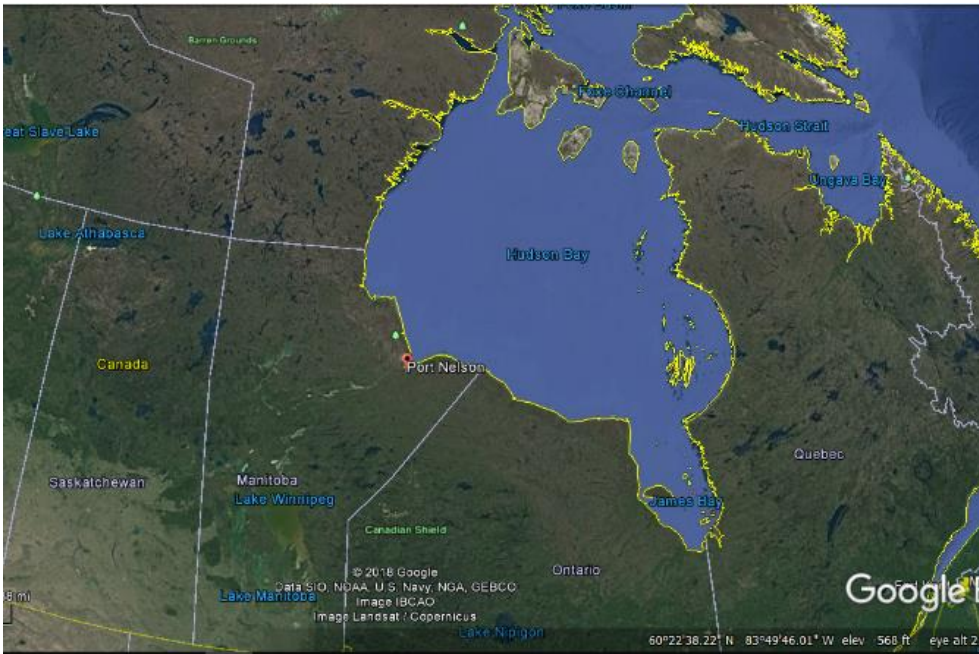
Port Nelson, Manitoba and My Grandpa

By Ellen O'Brien, P.E.

A couple of years ago, in one of my Presidential columns for the Informant, I included a picture of my grandfather's P.E. stamp. It's a wonderful old hand stamp that requires a strong hand to punch out the engraved stamp. I noted that I didn't know what he had done for work, as I had no record of it and family members who might know seemed to be long gone.

Recently however, I received his diary and letters home for the year he worked in Port Nelson, Manitoba, Canada. The year was 1914 and the Canadian Government needed a port facility on Hudson Bay for the booming fur trade and for shipping grain as no

working ports existed on Hudson Bay. The mouth of the Nelson River was identified as a good option for a port, it being as close to the existing rail lines in Winnipeg as possible and it being theoretically navigable to the mouth of the river. The Canadian government was offering very good wages for men willing to work at the undeveloped site.



playing tennis, games against MIT, and "went to Dreamland. Found that I didn't know how to dance". Wonderful college student type of notes. What drove a young man like him to the project at Port Nelson? Apparently the promise of a great payday for a year of



work such that he could afford to marry his sweetheart, Elsie who lived in Pictou, Nova Scotia. (I believe he was working in Canada in his very early career when he met her on a sleigh ride. I apparently need to read more of his very fine, very tiny cursive writing.) But, back to Port Nelson. His diary ends in 1912, but this story picks up in the summer of 1914 with letters home to his "Els", always signed "your Billy".

Grandpa Will wrote that he took a steamship from Halifax to Port Nelson. The trip was somewhat harrowing, with 20' waves reported, but also exciting for a young man. Upon arrival in Port Nelson he found that facilities included recently constructed wharves, bunkhouses and just enough infrastructure to accommodate working men over a winter. According to his diary, the last steamships left the wharf in mid-October and the bay was frozen over shortly after that. The map below shows both Halifax and Port Nelson and the seas in between.

Figure 1. Route from Halifax, N.S. to Port Nelson, Hudson Bay.

Arriving in Port Nelson, Grandpa Will and his friend Bill, had not yet been assigned a job, but were hoping to be on the engineering team. However, this note appears: "I just wrote Topper that neither of us obtained engineering work but were both on the steel work, Bill as labor foreman and I as boiler maker".



According to Wikipedia, a boilermaker is a trained craftsman who produces steel fabrications from plates and tubes. The name originated from craftsmen who would fabricate boilers, but they may work on projects as diverse as bridges to blast furnaces to the construction of mining equipment.

They were both daunted by what they had signed on to but also appreciated the opportunity to work, and soon posted this note: “the list was posted this morning of the outgoing passengers on the Belle and Sheba and mine and Bill’s were not there so we are here for the winter”. Was this longing to go home or glad to have work?

I found more information about the project from the Manitoba Historical Society, in an article titled “Port Nelson and Hudson Bay Railway”: “During the summer of 1914 McLachlan (the Chief Engineer) and his engineering staff began to see several technical problems associated with construction of the harbour. The Nelson River current reaches 8½ miles per hour during ebb tide, which gives the water immense silt-carrying capacity. On the incoming tide the water level rises 6½ feet per hour (twice as fast as at Churchill) because of the uniform funnel shape of the estuary. This causes intense velocity along the shore, again carrying silt, compared with only moderate velocity in the main channel. The result is that obstructions situated in the river, such as wharfs, build up silt on both sides. This silt so reduces the free water depth that a ship of 20 feet draught cannot stay within 1,000 feet of shore throughout the low tide cycle. The wharf as originally planned was to extend only 800 to 1,000 feet into the Nelson. Extending the wharf to, say, 3,000 feet would only transfer the silt that much farther out and the cost of construction and maintenance would rise very considerably. There would also be great vulnerability to damage by ice. [32]”. Soundings of the river bottom revealed an adequately deep channel at a distance of ½ mile from shore. The trick would be to avoid a rapid build up of silt there which could not be controlled by the big dredge *Port Nelson*. McLachlan believed that an island with pointed ends laying along the river flow would be sufficiently silt free. To reach the island, a bridge would be ideal. In practice, he reasoned, a multi-span bridge would be equally effective provided that the piers were sturdy and far enough apart. A modular bridge of 140 feet and 17 spans was proposed, reaching an island of one-half mile in length. The piers would be 40 feet by 62 feet, filled with gravel and stone brought by scow from a suitable place in the river bed twelve miles upstream. “

Meanwhile, Grandpa Will was put to work, “crawling into a cold pipe for the day”, or working in “the pontoons.” From his October 6, 1914 letter to his Els- “You would have laughed at me today if you had seen me at work. I had to stay inside one of the pontoons all day passing hot rivets from the heater to the worker(?) inside at the far end of the pipe. The pipe is about 36 in. dia I think and the manhole just big enough to squeeze through and it is pretty cramped throwing a rivet. I lost all the skin off both elbows and knees but that is a mere trifle. Some speed for a Civil Engineer don’t you think?”. Work comments are scattered throughout the diary/letters, “Started rivetting again for a change”. “Inside a pontoon all day and made new warts on my knees and elbows and got afire twice but that is a small trifle.” “worked all morning carrying plates around the new scow on the beach”. An engineer at heart, he “made some wooden overshoes to wear in the pontoons over moccasins or overshoes to stop the hot rivets without hurting my feet or burning my shoes”.

He spoke of wishing he was doing the promised engineering rather than manual labor - “one of the engineers was talking to the nurse today and as I watched them I couldn’t help but think what a gulf separates us here and how it might be the other way in some other place”. He hoped to be transferred to an engineering position, but by early November he wrote “I have a feeling that I am due to work at hard labor for a year and.. hope you won’t be too disappointed if I come back without my big stake..”

He also described day to day living challenges. “They are at present building new bunkhouses for us so I hope to be more comfortably placed before cold weather. .. It rains every day here either day or night and everybody that owns such things, keep oil clothes and hip boots handy. I don’t mind now working on a wet night any more than a fine one and really expect the rain to come.”.. “I bought a new pair of high boots yesterday so my feet were dry. “ I did some washing tonight and it was hard work and if I ever refuse to get you a wash lady or a machine, remind me of Port Nelson.” . I rec’d my pay slip for Aug. and have \$28.29 coming for 13 days at \$3 per. less \$10.71 for board.” His letters are generally pages long with multiple days included in each letter. Mail came and went by the occasional ships until the Port was iced in. After that, mail and packages arrived by dogsled on “the trail”. Will sent a classic engineer’s sketch of the worker’s town at Port Nelson. Note the three piers, with pier #3 carrying the railroad. “New Buildings are springing up all the time and the place has changed an awful lot since we came over. The only work being done toward actual construction of the Terminals is the big cut by the shovels for the main line to Winnepeg and the extending of Pier # 3 which is to be the main pier where I presume large grain elevators will be located. All the buildings are mere temporary affairs of wood and tar paper and the piers are simply pile trestles. They carry the dirt from the cut in trays of 6 to 10 5 yard cars and dump it off Pier # 3. The ships anchor out in the middle of the river and the ?? come in to the piers”. At this stage, his sketch has Pier # 3 “to be built out about 1 ½ miles”.

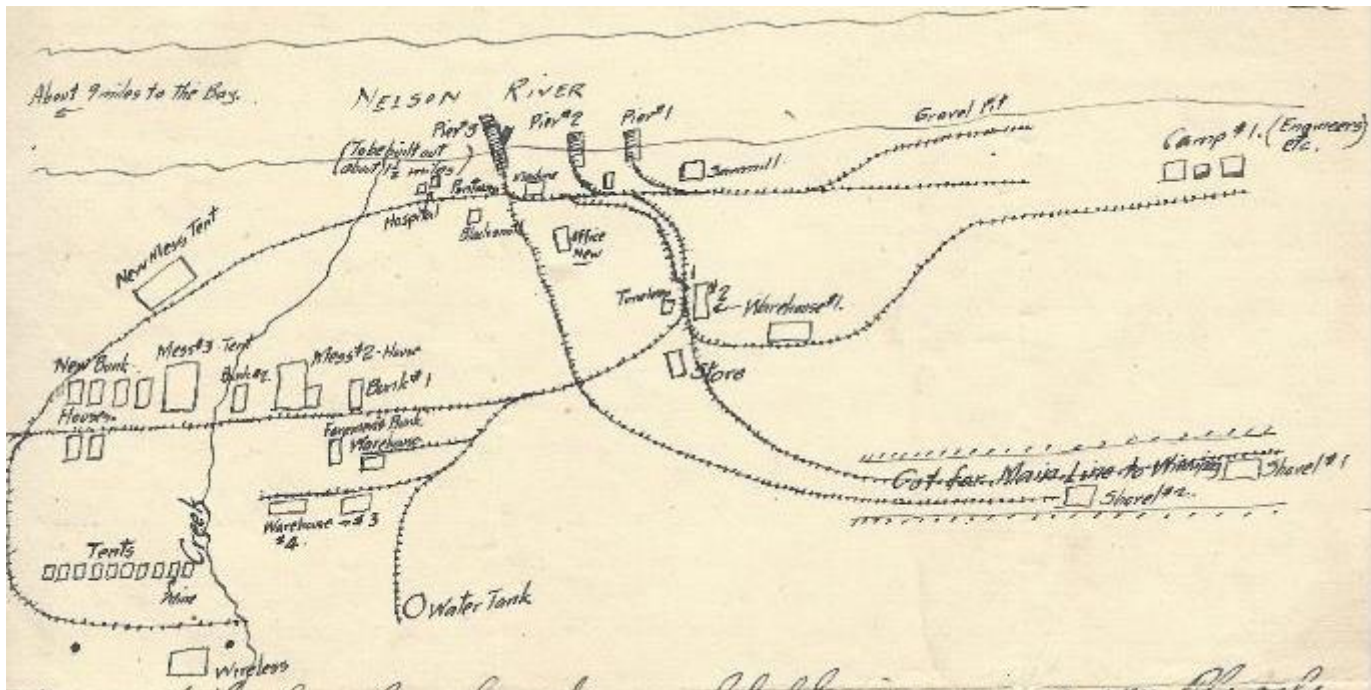


Figure 2. Granpa Will's sketch in his diary of the Port Nelson labor camp.

Bunk rooms had 64 bunks, one bath, and one stove to ward off the cold, which by late October dipped to 10 below at night and regularly 30 below later in the season.

Rumors he described as “too good to be true” began in late November that the work was to be called off “and that “we were to be sent out over the trail before Christmas” due to the war and government resources being needed in other places. By the end of November, he wrote of difficulties in the project that tempted him to try to obtain the necessary “grub and guides” to take him and his friend Bill out “over the trail”, but he was worried about coming home empty handed and unable to fulfill his promise to “Els”. The diaries continue (with pages missing) into January and describe his job for the day as chopping ice under the old skow with an ice pick at 30 below. Much of the pages are filled with longing for his “Els”. At one point, he writes in their secret code about a “scandal” in Port Nelson, which by then included many men and a few women. He begins to talk more about taking the trail out, since he has saved up \$200.00. He worries that he can't take anything with him except his blanket and some “grub” and that the load gets pretty heavy after 20 miles of hauling between construction camps. The trail apparently also followed the future route of the rail line that was to connect to Port Nelson.

At this stage, I lose his writings. I know he came out via “the trail”. I hear he was ill for a year after his experience at Port Nelson. I know they were married and Elsie had a beautiful diamond.

As for the “pontoons” he was working on? I don't know. I could not find out what they were for, but they may have been for the “suction pipe being riveted together” for the harbour dredge.

But what of Port Nelson? Apparently, Pier # 3 was causing so much siltation that it would become unusable, even with a suction dredge. Unable to keep the channel clear around the pier, the Chief Engineer scrapped the long pier and plans were laid for a bridge to a man made island over a mile out into the Nelson River Channel.

The Manitoba Historical Society describes workers and bridge components arriving by ship in October of 1915 from Dominion Bridge of Montreal and Nova Scotia Steel and Coal Company. Descriptions of the journey by sea generally include high seas and ice, foundering vessels and no accommodations for rescue or salvage. “The steel arrived in Port Nelson along with the erecting field engineers aboard the M.S. Sheba on 12 October. This being a very late date for ships to be lingering in Hudson Bay, all and any means were used to get the steel off the ship. Dominion Bridge engineers were distressed that the carefully numbered and stacked pieces in the holds were dumped in mixed piles, crossways to each other which caused bending of many pieces, and generally scattered all over the place wherever derricks and engines found space to put them down.” Nevertheless, the bridge and island were completed.



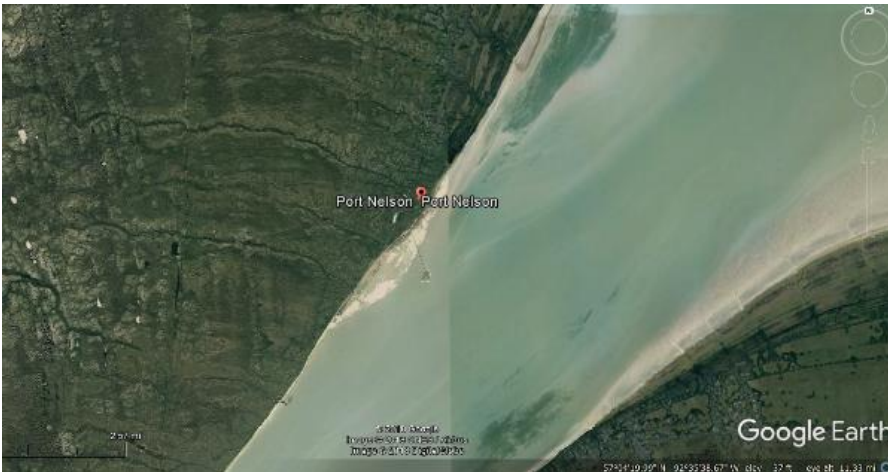
Figure 3. The half mile, 17 span bridge to the man-made island for the Port of Fort Nelson. Note the shadow of the biplane that took this photo, and the railroad tracks on the bridge.



Finally, a summary description of the failed project, From Wikipedia:

“In the winter of 1912-1913, the (Port Nelson) site was surveyed and construction of a wharf began in the spring, followed by buildings and other infrastructure during the summer. The brand new Canadian research ship CSS Acadia was sent from Halifax to chart the harbor and approaches in the summer of 1913 and 1914. However the whole harbor project was fraught with problems from the start. Material shortages, labour disputes, storms, fires, and boating accidents led to major delays. Another setback was the necessity to completely redesign the harbor because the fast flowing Nelson River was building up silt on both sides of the wharf. Therefore, the harbor was changed to a small man-made island farther out in the river. The island was connected to the mainland with a seventeen-span truss bridge, built by Dominion Bridge Company of Montreal.”

“When Canada entered the First World War, it resulted in further material and labour shortages, and .. the loss of political support.” The project was stopped in 1918. The railroad never reached Port Nelson and the site was abandoned. In 1927, Churchill was selected as the new port location on Hudson Bay.



Perhaps it is best Grandpa Will was not associated with the project as an engineer. From the Manitoba Historical Society: Describing Port Nelson in 1929, “It was a ghost town, an untried engineering experiment, and an embarrassment to the governments who had invested in it”. The 17 span bridge can still be seen on Google Earth.

As for Grandpa Will, he eventually landed in Hartford, Connecticut, working as a Civil Engineer for Hartford Empire Company.

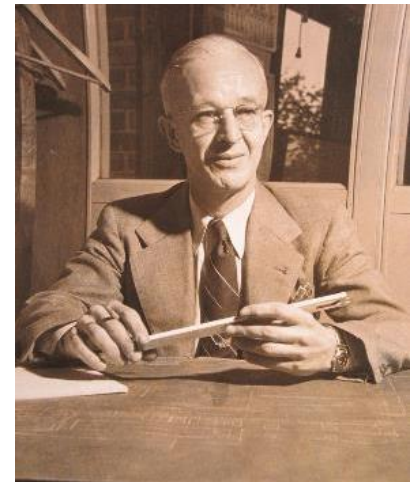


Figure 4. Will Dolliver, my grandpa, the Civil Engineer. Note his tools of the trade.

References: Grandpa’s diaries and letters to Elsie Eastwood Dolliver. Manitoba Historical Society <http://www.mhs.mb.ca/>, Google Earth and Wikipedia.



Looking for Employment?

Lecturer or Assistant Professor in Construction Engineering Technology

The School of Engineering Technology at the University of Maine invites applications for a full-time position in the area of construction engineering to be filled at the lecturer or assistant professor level. The successful applicant will develop and teach courses at all levels of the curriculum and will be open to using teaching styles that reach students who otherwise might not choose engineering. Engineering technology faculty members clearly communicate with students the connections between principles and professional practice using written and verbal methods. The selected faculty member is expected to engage in scholarship, professional service and/or consulting; service to the discipline and the community, as well as professional society activities; ETAC/ABET accreditation efforts; recruitment; student advising; and University committees. The department encourages faculty members to pursue professional development opportunities.

The successful candidate must have been employed post-graduation for at least three years as a full-time, permanent hire construction or engineering professional with U.S. or Canadian experience in several of the following areas: construction safety, surveying, computerized graphics (CAD, BIM), construction management, building construction, cost estimating, or scheduling. In addition, building construction experience and/or prior successful teaching experience in engineering or construction practices. PhD in Civil Engineering, Construction Management, Construction Engineering, or a closely related discipline is preferred.

Lecturer candidates are required to have a Bachelor of Science degree in Civil Engineering, Construction Management, Construction Engineering, or a closely related discipline by date of hire. A degree from an ABET accredited program is preferred, as is a Master of Science degree. Tenure will not be granted at the Lecturer rank, but promotion to Assistant Professor may be considered with additional earned credentials.

Assistant Professor (tenure track) candidates are required to have a Master of Science degree in Civil Engineering, Construction Management, Construction Engineering or a closely related discipline by date of hire. Licensure as a professional engineer in a U.S. jurisdiction is required before being recommended for promotion from Assistant Professor.

The ideal candidate will have excellent communication skills, have performed effectively in collaborative team environments, and have experience working with diverse populations.

Please see our complete description at <http://jobs.umaine.edu/blog/category/faculty/>. If you are interested in being part of our team, please apply at the above website. **This position will remain open until filled. Review of applications to begin February 15, 2019.**

The University of Maine is an EEO/AA employer, and does not discriminate on the grounds of race, color, religion, sex, sexual orientation, transgender status, gender expression, national origin, citizenship status, age, disability, genetic information or veteran's status in employment, education, and all other programs and activities.



CIVIL ENGINEERING SENIOR TECHNICIAN

The successful candidate will have experience with AutoCAD Civil 3D. Drafting/design experience should include layout and design of roads/highways, retail development sites, and subdivisions, etc. Other desired experience includes document quality control; quantity take offs and cost estimating, and field construction observation. Working knowledge of Word and Excel is required. An associate's degree in a drafting/engineering-related field is preferred.

We offer a competitive salary and a comprehensive benefits package.

Interested candidates should submit a cover letter and a resume outlining experience and credentials to Engineering Technician, Human Resources Department, Sewall, P.O. Box 433, Old Town, Maine 04468, or personnel@sewall.com. In addition, please submit the Applicant Affirmative Action Information form, the first section of which is required, located at http://www.sewall.com/files/app_self_disclosure_rev.pdf. The form provides the option to decline providing affirmative action data. An application will be incomplete until we receive the form.

If you need assistance or an accommodation during the application process because of a disability, please contact Kathy Benson, Human Resources, at (207) 817-5420. The company is pleased to provide such assistance, and no applicant will be penalized as a result of such a request. No other applicant calls, please.

Sewall is an Equal Employment/Affirmative Action Employer.



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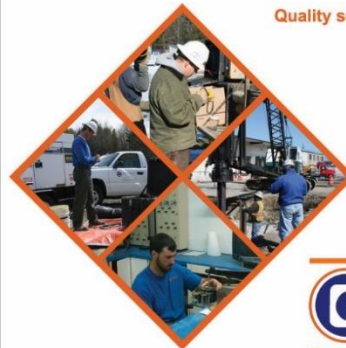
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The deadline for submissions is the 20th of each month prior to publication.