BANGOR, Maine — The Maine Department of Transportation will shut down a busy section of Interstate 395 during an extended weekend in May to replace a heavily used 57-year-old bridge.

The stretch of I-395 between Exits 1 and 2, which sees an average 36,000 cars per day, will close for 83 hours starting either May 6, 13 or 20. The road will shut down at 8 p.m. on whichever Friday the work starts and reopen at 7 a.m. the following Tuesday, according to Wayne Frankhauser Jr., MDOT’s manager for the Urban and Federal Bridge Program.

Exit 182, which links Interstate 95 with I-395 in both directions, also will be closed during construction. The I-395 ramps on Main Street in Bangor also will be closed for safety reasons.

The contractor, S.E. MacMillan Co., will notify DOT the Tuesday before construction will begin, looking at extended forecasts to determine whether crews will have a dry enough stretch of weather to complete the fast paced project.

MDOT’s contract with MacMillan to complete the bridgework is worth $2.6 million.

Between the time they close the bridge Friday night and the time they reopen it Tuesday, crews will have replaced the bridge in its entirety. They’ve already built an arch substructure underneath the existing bridge.

“It’s really almost unheard of,” MDOT spokesman Ted Talbot said of the strategy for this bridge replacement. In weighing its options of how to replace the bridge, MDOT also considered keeping the bridge open and replacing it in sections, but that project likely would have resulted in lane closures and traffic disruptions for more than a year.

“We feel this is a better option that will have far less impact on the traveling public,” Frankhauser said Tuesday.

While I-395 is closed, MDOT has set up a detour. Drivers on I-95 who want to get to I-395 east should take I-95’s Exit 180 to head east on Coldbrook Road, turn left onto Route 202 linking up with I-395 at Exit 2.

Those traveling on I-395 to I-95 should take I-395’s Exit 2 to Route 202 southbound, turning right onto Coldbrook Road and continuing to the I-95 interchange at Exit 180.

Temporary traffic signals will be installed on Coldbrook Road at the Interstate 95 ramps to accommodate the extra traffic.

The detour should add about 1.5 miles and 5 minutes to drivers’ commutes, according to MDOT.

“We are asking travelers to give themselves some extra time, drive safely and help make this weekend challenge pass smoothly and easily for everyone,” Frankhauser said.

The bridge replacement is unrelated to another MDOT I-395 project that will stretch throughout the summer. Crews will mill and repave the entire 5-mile length of I-395, including all its on- and offramps. That $5.25 million effort will not result in road closures, and all work will be done overnight. Crews may need to close some ramps overnight, but will keep a lane open on both sides of the interstate while they work between 6 p.m. and 6 a.m.

MDOT will not start work until 10 p.m. while the American Folk Festival and Bangor State Fair are in town.

“While highway work is always weather dependent, MDOT estimates that all of the interchange improvements will be completed by November,” Talbot said.
Kris-Way Truck Leasing is New England’s largest independent truck leasing company. Although Kris-Way is one of Maine’s largest locally owned and operated companies, it tends to fly a little under the radar. Some of that is due to the fact that Kris-Way’s full service leased vehicles bear the colors and decals of the end user. Household names such as Dunkin’ Donuts, L.L.Bean, and Sysco all lease trucks from Kris-Way. In addition, Kris-Way serves some of Maine’s best known companies, including Dennis Paper and Foodservice, Oakhurst Dairy, and Hannaford. But unless you look closely at the Kris-Way sticker on the cab, the average person would never realize it.

Kris-Way was founded in 1978 under the idea that a locally-owned Maine company can provide strong, consistent customer service as an alternative to large national firms. Local ownership that’s “in the store” allows for quick decisions and direct relationships between management and the customer. Over the years, Kris-Way has grown from two trucks to over 1,500 pieces of equipment on contract. With units based in Maine, New Hampshire, and Vermont, Kris-Way provides 24-hour service through nine service facilities.

“Our growth has been controlled and well planned. Much of our expansion has come from the success of our customers and their expanding territories and fleets,” said Evan Keefer, business development director. “We’ve been able to meet the ever changing needs of our customers while helping guide them to new heights.”

At the same time, Kris-Way’s goal is to be the employer of choice in the markets they serve. “We strive to create a positive work environment for our employees. In the truck leasing industry we sell responsive service. If we have the best employees we’ll have the best service,” Keefer said.

Kris-Way is a true family business. Tom Keefer, Kris-Way president, founded the business. His three sons are now involved. Beyond immediate family members, Kris-Way has many longtime employees who have been with Kris-Way since the very beginning.

“Our people are the key to our success,” Tom Keefer said. “The consistency of our employees has been a great asset, and the passion they’ve put into the business shows.” Of the company’s original five employees, three retired from Kris-Way and two still remain.

Kris-Way will continue to grow while remaining committed to their original founding principles of providing consistent customer service while continuing to be a strong employer. It’s a company that takes great pride in its Maine roots and independence. And the product the customers receive is a direct result.
Commercial truck drivers who don’t treat their sleep apnea are four to five times more likely to be involved in a crash that’s their fault, compared to truckers who don’t have sleep apnea or who have it but treat it effectively, according to a new study.

In the U.S., commercial truck drivers undergo medical examinations every two years to determine fitness to drive, but the Federal Motor Carrier Safety Administration (FMCSA) does not require sleep apnea screening.

The North American trucking firm Schneider Inc. implemented questionnaire screening and subsequent sleep testing to identify sleep apnea among drivers in 2006. “Schneider, who provided support for this research work, was the first major trucking company to decide they should do this internally,” said lead author Stephen V. Burks of the University of Minnesota in Morris.

Coauthor Dr. Stefanos N. Kales, of Harvard Medical School and Harvard T.H. Chan School of Public Health in Boston, point out that previously, most research had focused on passenger car drivers and clearly established that untreated sleep apnea is tied to higher crash risk, but some in the trucking industry believed the situation would be different for trained, professional drivers.

Using the Schneider data, the researchers compared 1,613 drivers with obstructive sleep apnea to 2,016 drivers unlikely to have the condition. The two groups had similar experience levels and length of employment. As part of an employer mandated program, all drivers with confirmed sleep apnea were given an auto-adjusting positive airway pressure (APAP) device to wear during sleep which recorded when and how often it was used on an internal memory chip.

Among those with sleep apnea, 682 adhered fully to the employer mandated treatment program, 571 used the APAP devices sometimes and partially adhered to treatment, and 360 did not use the devices.

Accident rates were about five times higher for drivers with sleep apnea who did not use the APAP machines, at 0.070 preventable crashes per 100,000 miles driven, compared to only 0.014 per 100,000 miles for drivers without sleep apnea, according to data from the Department of Transportation.

Drivers who used the APAP machines regularly had similar crash rates to those without sleep apnea, according to a paper released by the journal Sleep.

“We basically can see what happens to people who are diagnosed with sleep apnea, mandated to be treated, and don’t follow the treatment regimen,” Burks told Reuters Health by phone. “They have five times the crash risk.”

“My personal belief is we should have some reasonable screening method in commercial truck driving,” but the process of requiring sleep apnea screening could take years, he said.

Sleep apnea disrupts the quantity and quality of sleep and impairs attention, vigilance, performance and reaction time, Kales told Reuters Health by phone.

“Twenty percent of all large truck crashes are due to drowsy or fatigued drivers,” he said. “About half of U.S. truck drivers are obese and 25 percent of drivers have obstructive sleep apnea, probably due to lifestyle, as it is pretty hard to get exercise when you’re on the road and it’s harder to eat well.”

“The argument for mandating screening and diagnosis of sleep apnea is really pretty compelling,” Kales said.
HERMON — The top truck drivers in Maine will converge on Dysart’s Trailer Shop Saturday, May 21, to participate in the 2016 Maine Professional Truck Driving Championships. The shop is located at the corner of Coldbrook Road and Odlin Road, diagonally across from Dysart’s Truck Stop.

Sponsored by the Maine Motor Transport Association and TDC Maine, the event will feature competition in nine divisions:
- Straight truck;
- Tank truck;
- Step van;
- Twin trailers;
- Three-axle;
- Four-axle;
- Five-axle;
- Five-axle sleeper;
- Five-axle flatbed.

Professional truck drivers will compete to win trophies in each division and for best pre-trip inspection, best written test, rookie-of-the-year, team trophy, and grand champion. The winner in each division will be eligible to compete in the Aug. 9-13 National Truck Driving Championships in Indianapolis, Indiana.

Back again this year is the Future Trucker Championships, held the same day, with four schools — Northern Penobscot Tech Region III, Region 9 School of Applied Technology, Tri County Technical Center, and Westbrook Regional Vocational Center — all competing in five-axle van and straight truck divisions.

Four winners from each school will compete for a team/school trophy and first, second and third prizes in each competition class.

Registration must be received by May 13. For more information or to register, visit mmta.com/tdc or call Randy DeVault at (207) 623-4128.
The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration announced in December 2015 the adoption of a Final Rule that will improve roadway safety by employing technology to strengthen commercial truck and bus drivers’ compliance with hours-of-service regulations that prevent fatigue.

“Since 1938, complex, on-duty/off-duty logs for truck and bus drivers were made with pencil and paper, virtually impossible to verify,” said U.S. Transportation Secretary Anthony Foxx. “This automated technology not only brings logging records into the modern age, it also allows roadside safety inspectors to unmask violations of federal law that put lives at risk.”

The Final Rule requiring the use of electronic logging devices (ELD) will result in an annual net benefit of more than $1 billion – largely by reducing the amount of required industry paperwork. It will also increase the efficiency of roadside law enforcement personnel in reviewing driver records. Strict protections are included that will protect commercial drivers from harassment.

On an annual average basis, the ELD Final Rule is estimated to save 26 lives and prevent 562 injuries resulting from crashes involving large commercial motor vehicles.

“This is a win for all motorists on our nation’s roadways,” said FMCSA Acting Administrator Scott Darling. “Employing technology to ensure that commercial drivers comply with federal hours-of-service rules will prevent crashes and save lives.”

An ELD automatically records driving time. It monitors engine hours, vehicle movement, miles driven, and location information.

Federal safety regulations limit the number of hours commercial drivers can be on-duty and still drive, as well as the number of hours spent driving. These limitations are designed to prevent truck and bus drivers from becoming fatigued while driving, and require that drivers take a work break and have a sufficient off-duty rest period before returning to on-duty status.

The four main elements of the ELD Final Rule include:

Requiring commercial truck and bus drivers who currently use paper log books to maintain hours-of-service records to adopt ELDs within two years. It is anticipated that approximately three million drivers will be impacted.

Strictly prohibiting commercial driver harassment. The Final Rule provides both procedural and technical provisions designed to protect commercial truck and bus drivers from harassment resulting from information generated by ELDs. [A separate FMCSA rulemaking further safeguards commercial drivers from being coerced to violate federal safety regulations and provides the agency with
the authority to take enforcement actions not only against motor carriers, but also against shippers, receivers, and transportation intermediaries.

Setting technology specifications detailing performance and design requirements for ELDs so that manufacturers are able to produce compliant devices and systems – and purchasers are enabled to make informed decisions.

Establishing new hours-of-service supporting document (shipping documents, fuel purchase receipts, etc.) requirements that will result in additional paperwork reductions. In most cases, a motor carrier would not be required to retain supporting documents verifying on-duty driving time.

The ELD Final Rule permits the use of smartphones and other wireless devices as ELDs, so long as they satisfy technical specifications, are certified, and are listed on an FMCSA website. Canadian- and Mexican-domiciled drivers will also be required to use ELDs when operating on U.S. roadways.

Motor carriers who have previously installed compliant Automatic On-Board Recording Devices may continue to use the devices for an additional two years beyond the compliance date.

**ELECTRONIC LOGGING DEVICES**

The electronic logging device (ELD) rule is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status (RODS) data.

For carriers using AOBRDs (automatic onboard recording devices) before the rule compliance date December 18, 2017, the rule will replace AOBRDs with ELDs over a four-year implementation period.

An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording.

The rule applies to most carriers and drivers who are required to maintain RODS.

**The ELD Rule:**

- Specifies who is covered by the rule and exceptions to it.
- Provides for ELDS to be certified, registered, and listed on a FMCSA website.
- Includes technical specifications to ensure ELDs are standardized and compliant.
- Includes a phased implementation timeline to give drivers and carriers time to comply.
- Includes provisions to help prevent data tampering and harassment of drivers.
- Creates standard data displays and data transfer processes, making it easier to demonstrate compliance and faster to share RODS with safety officials.

**ELD Rule Impacts**

Carriers and Drivers who are subject to the rule must install and use ELDs by the appropriate deadline:

- Carriers and drivers who are using paper logs or logging software must transition to ELDs no later than Dec. 18, 2017.
- Carriers and drivers who use AOBRDS prior to the compliance date must transition to ELDs no later than Dec. 16, 2019.
Hartt Transportation Systems has been providing professional, reliable and safe motor carrier service to Maine and the nation for over 68 years. Starting in 1948 with a single truck designed to haul gravel and pulpwood, Delmont Hartt and more recently his son William have directed the company’s growth to include 400 tractors, 2,000 dry vans, and hundreds of dedicated employees.

In a time of motor carrier consolidations and corporate ownership, Hartt Transportation Systems is extremely proud of its family ownership and management. William oversees the entire operation as president with Jeffrey Castonguay as his general manager and each is available daily to assist in meeting our customers’ needs.

Hartt Transportation Systems has been recognized by the American Trucking Association’s Safety Management Council, the Maine Motor Transport Association and Reliance Insurance Company for its superior safety record. Our equipment is late model, consisting of 53 air ride well-maintained dry van trailers and 50 flatbeds. Our drivers are trained professionals, courteous, proud and productive with a 98.7 percent on-time delivery rate. With the advent of Omnitracs XRS platform tracking system, every employee aspires to beat that record.

If you are shipping from the heart of Maine or the heartland of America, we’re confident you’ll be pleased with the dedicated services of Maine’s family owned and managed Hartt Transportation Systems Inc.
The Maine Department of Transportation Work Plan for 2016-2018 describes all of the projects and activities planned by the department for the next three calendar years. The Work Plan includes capital projects and programs; maintenance and operations projects and activities; and all of the administrative functions of the department. The work has a value of more than $2.2 billion, including 2,184 work items planned over three years.

For Calendar Year 2016, the year with the most definite funding and the most detailed scopes and schedules, there are 944 work items including the following, with approximate cost estimates:

- 497 Capital Projects - estimated cost: $520 million
- 78 Miles of Highway Construction and Rehabilitation - estimated cost: $124 million
- 268 Miles of Preservation Paving - estimated cost: $86 million
- 600 Miles of Light Capital Paving - estimated cost: $26 million
- 60 Highway Spot and Safety Improvements - estimated cost: $32 million
- 67 Bridge Construction Projects (Highway Bridges) - estimated cost: $78 million
- 90 Multimodal Capital Projects - estimated cost: $128 million
- $144 million in Maintenance and Operations Activities, including 259 maintenance projects with an estimated cost of $17 million
- 40 Transportation Planning and Research Activities - estimated cost: $9 million
- $10.6 million for administration
- $26 Capital Aviation Projects - estimated cost: $26 million
- 32 Port and Marine Projects and Activities - estimated cost: $28 million
- 12 Freight Rail Projects and Activities - estimated cost: $45 million, including the $37.5 million Maine Regional Railways Project, funded with a $20 million TIGER grant and a partnership with four Maine railroad companies.
- 37 Transit Projects and Activities - estimated cost: $55 million
- 5 Maine State Ferry Service Projects and Activities - estimated cost: $13 million
- 26 Bicycle and Pedestrian Capital Projects - estimated cost: $7.2 million

A Lot More Has Changed Than Truck Styles And Fuel Prices...You Insurance Has Too!

Primary Liability • Bob Tail • Cargo • Reefer Breakdown
Physical Damage • Workers Comp • General Liability

FAPeabody Company
“When you’re serious about insurance.”

www.fapoeabody.com • 1.800.287.2291
The Maine Turnpike Authority and MaineDOT have unveiled an outreach plan aimed at promoting GO MAINE, their free, statewide commuter assistance program that connects drivers and riders looking to form carpool partnerships for the daily drive to work.

“This is literally a win-win-win opportunity,” said Rebecca Grover, MTA’s GO MAINE coordinator. “Sharing commuting costs with just one rider can cut expenses in half for the driver. Riders save on fuel and on wear-and-tear and maintenance costs for their own vehicles. What’s more, all of Maine wins because GO MAINE results in fewer cars on the road, reduced engine emissions, and more available parking spaces.”

Ms. Grover detailed how the GO MAINE system is now faster and easier to use after going through an extensive software upgrade last fall. Since then, the program has been responsible for more than 1,250,000 un-driven miles and saved commuters nearly $700,000. More than 4,500 people have already signed up for the program and the carpool connection hopes to add thousands more.

The outreach campaign utilizes radio commercials, advertising on local buses, and social media to reach commuters, acquaint them with the program’s distinct value, and direct them to go to GO MAINE’s website, GOMAINE.org, to register and become involved.

Beyond the savings that carpooling makes possible, Mainers who take advantage of the program reap additional financial benefits through GO MAINE’s reward system. This incentive program entices carpool participants, public transportation users, and commuters who bike or walk to work with reward points that add up to money-saving offers from local and national businesses, stores, and restaurants.

“With many of the same traffic reduction and clean air goals in mind, we also have a program to reward people who commute using public transportation or who commute by bicycle or by foot,” Ms. Grover added. “They simply register at GO MAINE, record their travel details, and the system tallies their reward points automatically.”

Carpooling commuters can also qualify for GO MAINE’s Emergency Ride Home Benefit, a free taxi or rental car ride home in case of illness or a family crisis.

“The MTA and MaineDOT are pleased to take our long-standing GO MAINE partnership to an exciting new level,” added Sue Moreau, MaineDOT’s manager of multimodal planning and operations. “Building our ride sharing program helps lower transportation costs, ease traffic congestion, benefit the environment — all positive outcomes that contribute significantly to Maine’s quality of life.”

Maine commuters with a 20-mile trip to work spend an average $6,600 annually to get to and from work. GO MAINE has the answer to making it easy for thousands to commute more affordably.

GO MAINE is the statewide commuter services program sponsored by MaineDOT and the Maine Turnpike Authority. More information is available at GOMAINE.org or by calling 800-280-RIDE (7433).
More than seven in 10 Americans support increased federal funding for the nation’s public transportation systems in communities of all sizes, according to a survey conducted by ORC International for the American Public Transportation Association (APTA).

This support is broad, according to the survey, spanning various age groups and political affiliations, with some of the highest numbers among Millennials ages 18 to 34 (77 percent) and individuals age 65 and older (76 percent).

Owning or having access to a private vehicle does not diminish this support, with 71 percent of car owners reporting that they want to see more federal investment in public transportation in both large and small communities. In addition, over half of respondents said public transit is important in attracting and retaining employers in their community.

As Congress finalizes work on the Surface Transportation Bill, some experts are echoing the public sentiment.

“No matter where you live and work and what age you are, public transit provides vital access to jobs and everything a community has to offer,” says APTA President and CEO Michael P. Melaniphy. “We must ensure we provide for both large and smaller communities through growth of the federal transit program.”

To learn more, visit apta.com.

Experts say that with so many economic and cultural benefits that public transportation brings to a community, it’s no surprise that so many Americans support its funding.

The University of Maine in Orono has been hosting the two week long Maine Summer Transportation Institute (MSTI) since the summer of 2008 for middle school students at the Foster Center for Student Innovation.

The purpose of the Institute is to create awareness and stimulate interest in students to take advantage of the opportunities that exist in the transportation industry. The MSTI is funded by a grant from the Federal Highway Administration and is open to students attending public and private schools in the Greater Bangor Area. The Institute is an extremely intense and structured learning opportunity for youth in the middle school systems of Maine.

This year’s camp runs weekdays, 9 a.m. to 4 p.m. from July 11 to July 22. The curriculum exposes students to new frontiers and adventures such as highway design, alternative fuels, construction materials, transportation of people and cargo, intermodalism, laws, regulations, safety, and career opportunities. In addition, students participate in computer training, academic enhancement activities, field trips, and student projects.

For information, visit umaine.edu/msti.
WHITED PETERBILT OF MAINE

We are the LARGEST Peterbilt dealership in New England!

We have new & used inventory as well as a parts & service center.

FIND OUT MORE INFORMATION ONLINE AT www.whitedtruck.com

auburn, me
2160 hotel road 1-800-235-3613

bangor, me
207 perry road 1-800-439-3673

presque isle, me
17 houlton road 1-800-764-4150