



March 3, 2021

I am Daniel Diffin, P.E., a professional engineer with Sevee and Maher Engineers in Cumberland, Maine, and I am the Chair of the Legislative Committee for the American Council of Engineering Companies (ACEC) of Maine. ACEC is a trade organization that represents engineering consulting companies of all types in Maine and nationwide. We are writing in opposition to LD 3511 which would require Maine DOT to adopt rules concerning corrosion prevention and mitigation for state owned bridges. The bill requires that these rules must include the establishment of a process ensuring that corrosion prevention and mitigation activities are performed in accordance with established standards and requires the use of personnel who are industry certified in corrosion prevention and mitigation.

Although we share the sponsor's concerns of safety and environmental degradation, we believe this legislation is unnecessary as MaineDOT has significant safeguards in place to ensure the corrosion prevention and mitigation activities are done in a manner consistent with industry standards. Contracted bridge projects involving the removal and replacement of paint and coatings are conducted in accordance with industry standards and applicable environmental and safety regulations. To ensure compliance with these regulations and standards, Maine DOT requires contractors and subcontractors involved with bridge painting projects to be qualified in accordance with the Society for Protective Coatings (SSPC), the industry standard for the removal and application of protective coatings. Additionally, contractors are required to have quality control personnel trained and certified by the National Association of Corrosion Engineers (NACE), the industry standard in corrosion prevention and mitigation. Further, contractors are required to use Maine-based professional engineers to design and approve plans associated with the contractor's lead containment system, a certified industrial hygienist for the development and approval of appropriate health and safety documents, and a Maine certified geologist to assess and implement soil, water, and dredge conditions as warranted. These certified professionals work closely with MaineDOT personnel and their contractors to ensure that surface preparations and coating

application of paint on our bridge structures are done in accordance with industry practices and federal and state regulations.

Passage of the provisions within LD 3511 would raise construction and maintenance costs significantly, with little to added benefit, likely reducing the amount of bridge work that can be accomplished.

Sincerely,

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President-Elect & Government Affairs Chair, ACEC of Maine

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