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| **Location** | **Time**1:00 PM to 3:00 PM |
| Virtual |
| **Purpose of Meeting** |  |  |
| 3st Quarter Meeting - 2021 |
| **Invitees** |  |  |
| ⌧ Jeff Folsom, MaineDOT🞎 Garrett Gustafson, MaineDOT⌧ Laura Krusinski, MaineDOT🞎 Kathy Parlin, MaineDOT🞎 Ben Foster, MaineDOT⌧ Richard Myers, MaineDOT⌧ Devan Eaton, MaineDOT | 🞎 Bob Blunt, VHB 🞎 Thomas French, HDR🗹 Owen Krauss, HTA⌧ Daniel Taylor, Stantec⌧ Chris Taylor, T.Y. Lin  |
| **MEETING ITEMS** |

1. Introductions.
2. Meeting Minutes Submission – Dan T. will make the last round of updates and send the completed minutes following this meeting.
3. Information Dissemination by MaineDOT
	1. Contracting /workload –
		* 2021 work plan update –
			+ The Department is on the 2nd half of projects, $190M worth of work. 15 left to advertise for the year. Several Grant projects are included in these. There are some larger projects left which include: Yarmouth, Freeport, Old Town, Station 46 Woolwich, and Frank J Wood still on schedule. Blue Hill Falls and Falmouth also remain.
			+ 2022 – 59 projects $157M worth. 10 projects with grants. $90M worth work from grants. Ticonic bridge ($40M alone) – adv. Mid next year.
			+ 2023 – 62 projects $142M. Couple grants still here (Broadway in Bangor $20M and Rumford $6M).
			+ 2024 – Taking shape now, have candidates picked out. Still some questions on federal funding and what that will look like (coastal resiliency, fish passage). Grant projects could take match $ and change the current candidate list.
	2. Federal Grants & Federal Funding Updates - $80M for deck projects INFRA grant has been approved. Haven’t heard from Raise grant for Hogan Road. Probably will be announced soon.
	3. MaineDOT Staffing Update:
		* Deb Stanhope retired. New hire is transfer – Jaime Dunn Clerk 4/office manager.
		* New retirement Mike Redmond – concrete quality manager. Taylor Clark from fabrication will likely take over this role. Will look to fill Taylor Clark’s fabrication position with new hire or transfer.
	4. Return to work plan/COVID Info – Draft telework policy for September to have people back, got moved to October and now moved to TBD with current situation. 1st version of telework policy has been put out. 2 days a week remote is typical for Department Staff, but decreases as you go up, eg. front office 0 days, program management 1 day.
	5. Construction Cost Estimating – PSE estimates are tough right now, trending to go high. Premium is 20% higher than estimate typically. PDR estimates can hopefully be updated based on data from end of year bids for the last ~15 projects. Tools – no news on estimation program from AASHTOWare, no progress.
	6. Standards Update (BDG, PDR/PIC, CADD, Notes) –
		* Update/schedule for BDG update
			+ Issued RFP, scored proposals, negotiating cost proposal from 1st place proposer.
		* MaineDOT is concerned about the contractors’ capacity for the upcoming large projects. It makes it difficult with large grant projects – there’s a point where it’s not worth it, as far as State match goes, so if bids come in too high, they won’t get awarded. McNamee bid on a recent project which was encouraging. The hope is that more outside contractors show interest.
4. Summary of Designer Meetings (Rich)
	1. Had 3 meetings
		* Outside product solicitations
			+ EMSEAL – June 30, not much new, BEJS, pre-compressed silicone foam
			+ July 28 JET filter, replacement for weep holes with french drain, can install from front face and replace them. Website has product.
			+ September 8 – Theresa Savoy, PowerPoint presentation on ADA for bridge designers. ADA compliance, curb ramp and sidewalk details. TECH infeasibility when can’t meet ADA.
5. Geotechnical (Laura K.)
	* + Foamed Glass Aggregate
			- Team up with research to track the use on I-395 Route 9 Connector Project since it was 1st application and such a large project. 70,000 CY going in. Met with Dale Peabody & Uluck to track the use, installation, compaction, QA/QC testing, documenting lessons learned, and various other items with the intent of documenting findings in a brief technical report for future use. Project is being let this month. First stage uses conventional borrow, wait 9 months, then stage 2 will use FGA materials. It will be a year before documentation begins.
6. Discussion Topics
	1. Continual Communication in a Remote Environment – Going well from MaineDOT’s perspective and a lot of project meetings may continue to be virtual via Teams. There have been some upgrades to conference rooms to allow remote attendees.
	2. Bare Concrete Decks - Rich has update shrinkage study with UMaine. This summer UMaine collected information from 5 or 6 bridge projects, took mix designs and categorized based on cement content, admixtures, etc. Testing program focused on shrinkage (as well as compressive strength and formation factor). 16 different mixes. Conclusions – shrinkage reducing admixture helps shrinkage. Did bar test (not ring test). Shrinkage reducing admixtures affects air content and you nearly have to triple air entraining admixture to get ~7.5% standard in Maine. Shrinkage results improved with lower cement content. Best performer wasn’t from one of the bridge projects, it had 580 lb/CY. Most Maine bridge projects are > 600 lb/CY. 610, 640, and 660 are ones Maine had from selected projects. Some states are more stringent on shrinkage requirements. 28-day drying shrinkage requirement in specs. Some have target for cement content (paste volume).
		* Temperature and construction issues will also be evaluated.
		* Discussion regarding milling the bare deck (with overpour) instead of saw cut groove. Travis Hamel came up with a milling concept a couple summers ago. Will be used on Brewer-Eddington project. Can only get so close to curb with milling. Detail is to overcast at crown and use 3%, then mill down to 2% cross slope. Leave gutter line at 3%. Have used the overpour and mill in few places over past few years. No preference noted between this approach and the grooving. Need to check non-composite loading on the beams due to overpour during design.
	3. Material estimates
		* Escalator clause still included – steel plate and tube. Hasn’t gone down, close to leveling out. More steel coming on some other project, keep an eye on prices. Farmington Falls bundle has some recent prices and were high $2.25-2.55/lb.
		* Rich M. – Joe Stillwell saying box culverts from bid. Lead time is 7-9 months to get box on site. Any project.
	4. Integral abutments
		* Sidewalk settlement – Bob B. had asked the question if other projects with sidewalks begin integral abutment have had any settlement issues. Unknown to anyone if this has been an issue. If it has been, the Department is open to all discussion on details to mitigate.
	5. APJ’s – use where it should be used.
	6. Bluebeam Update – Training by Jeff was good, but still using Adobe really.
	7. Overhang design (< 3.5’) – standard.
		* Dan T. asked if there has been previous discussion to not require additional deck overhang hook reinforcing for overhangs less than 3.5’ as a potential cost-saving measure with the change to stainless steel bars. NHDOT does not require this since it was crash-tested without hook bars. NHDOT also requires the overhangs to be formed from the bottom of the top flanges of beams per crash test and requires 10.5” min. for their overhang depth to omit additional reinforcing. MaineDOT will likely keep designing as they have been.
	8. Maintenance Construction Issues
		* Annual debrief with Residents? Common issues observed
			+ Owen K. asked if there is any formal annual information sharing regarding common issues that Department Residents observe over the year.
			+ The feedback from Residents varies and is typically shared informally and tends to be difficult to get them to share. There is annual construction training, but doesn’t usually go over issues, more just training. Continue to monitor individual projects.
			+ Maybe have a quarterly staffing meeting dedicated to construction issues?
	9. Workload projections/project delivery impacts with future funding
		* How can Consultants assist. MaineDOT would love to have a shelf of projects ready to go, but they’re currently at capacity. Not seeing much benefit in bundling projects.
		* Just keep moving forward. Will know more at the end of the year.
	10. Other –
		* Standards regarding snow fence.
			+ Pay item description varies. Have used 33” for post. Use 33”. Typically end at a post that makes sense. Dave Shaw is working on a standard detail that can be shared, it just hasn’t been published yet. As far as runout length goes, just round to the nearest logical post.
7. Future Discussion Topics
	1. Potential future discussion topics
		* Complex project discussion –
			+ More about complexity, not $ range. Tight construction access or MOT complexity. For example Bangor Veterans bridge was much less than $10M, but complex.
	2. Training Areas
		* Microstation Open Roads transition – not much to update on this.
	3. Other
8. NHDOT ACEC
	1. NHDOT had a bridge subcommittee meeting 9/17 where AIT gave presentation to NHDOT ACEC on TUB girders. Jeff helped track down some photos they requested of the Hampden project.
	2. Any questions for them? MaineDOT is interested in how NH deals with high dollar, complex projects, and what they do to engage contractors before they go out to bid. Projects with lots of construction issues, how to maintain traffic, etc.
9. Subcommittee Rotation for Consultants
	1. Active:
		* Thomas French, HDR - Q1 2020 thru Q4 2021
		* Owen Krauss, HTA - Q3 2020 thru Q2 2022
		* Chris Taylor, TYLin Q3 2020 thru Q2 2022
		* Bob Blunt, VHB Q4 2020 thru Q3 2022
		* Dan Taylor, Stantec Q2-2021 thru Q1 2023

* 1. Future:
		+ Keith Wood, Kleinfelder Q1 2022 thru Q4 2023
		+ Ashley Stephens, HNTB Q3 2022 thru Q2 2024
		+ Andrew Blaisdell, GZA Q3 2022 thru Q2 2024
1. The Next Meeting is set for December 14, 2021.