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| **Location** | **Time**1:00 PM to 3:00 PM |
| Virtual |
| **Purpose of Meeting** |  |  |
| 2nd Quarter Meeting - 2022 |
| **Invitees** |  |  |
| 🗹 Jeff Folsom, MaineDOT🞎 Garrett Gustafson, MaineDOT🗹 Laura Krusinski, MaineDOT🞎 Kathy Parlin, MaineDOT🗹 Richard Myers, MaineDOT🞎 Devan Eaton, MaineDOT🗹 Ron Taylor, MaineDOT | 🗹 Bob Blunt, VHB 🗹 Keith Wood, Kleinfelder🗹 Owen Krauss, HTA🗹 Daniel Taylor, Stantec🗹 Chris Taylor, T.Y. Lin  |
| **MEETING ITEMS** |

1. Meeting Minutes Submission – No exceptions
2. Information Dissemination by MaineDOT
	1. Contracting /workload –
		* 2022 work plan update – Everything is active or able to be activated. There are likely some projects that still need assigning.
		* Getting started looking at bridges by condition for next work plan. Unknown allocation but hoping for an increase over previous years to decrease the backlog of deficient bridges in the state.
	2. Federal Grants & Federal Funding Updates
		* Difficult to keep track of since there are so many. Bridge investment program (being prepared by planning department) due in August – unknown what bridge/group of bridges will be included in submission.
	3. MaineDOT Staffing Update: D. Eaton Sr. PM team south – completed PM1 interviews for his replacement, selected individual likely start mid-July. Casey VanDenBossche new bridge engineer team south. Reposting positions for office design engineer and field engineer.
	4. Return to work plan/COVID Info – Telework policy v1.0 in effect, 2 days a week telework, in office 3 for most staff. Senior positions in office 4 days a week.
	5. Construction Cost Estimating
		* Had been renegotiating alternate material for SS rebar (ChromX) for current contracts. Joe Stilwell sees jump in SS production, could be more available near future. MaineDOT may not be allowing the substitution moving forward.
	6. Standards Update (BDG, PDR/PIC, CADD, Notes) –
		* Update/schedule for BDG update
			+ Focused on Ch 1-3, plan to share internally and with ACEC/consultants when ready
3. Summary of Designer Meetings (Rich)
	1. March 23, PIC essentials. Will see in BDG update. Utility, environmental, cofferdams, earthwork, constructability, drain, work zone considerations at PIC. At the PM’s option a PIC meeting may be held. New template for reinforcing schedule sheet (check website). Update to standard notes.
	2. May 4th – dredge material calc, where it can be assumed to be reused. Detail 203(01) caused confusion, more for use on highway. Up to 500cy (used to be 100cy). Can use in void filled riprap, special fill, fattened slopes. Existing material under existing culverts not dredge. Review applicability in PDR stage. Hope to have guidance in the BDG update.
		* Starting to add a 1 page special provision for hydration stabilizing admixture for concrete in contracts. Use on all jobs with CIP concrete. Contractors have been using it in the past, but with no spec it didn’t show up in QC plan and wasn’t well documented (see attached special provision).
4. Geotechnical Update (Laura K.)
	1. Met will D. Peabody, A. Gallant, B. Davids for research proposal of geofoam inclusion behind integral abutments. There was some confusion about who was determining instrumentation. Proposal to TIDC for their selection of candidate.
	2. A. Gallant, with UNH, working on new remote monitoring sensors on Brewer-Eddington behind large abutments. MaineDOT has 68 inclinometers installed on B-E. New wireless technology using shape arrays to be used in (8) locations in conjunction with traditional piezometers/inclinometers/etc. They are reusable and can be used in traditional inclinometer PVC casings and provide real-time data.
5. Discussion Topics
	1. Recent 2022 project bid & material supplies
		* Prices seem to be stabilizing. Fuel prices impacting bid prices, something to keep an eye on through the summer.
		* There is 6 month Buy America waiver coming. Will impact StressCon prestressed beam supply from Canada.
		* If consultants have a question on material availability, reach out to Joe Stilwell. It is difficult to get anything quickly right now.
	2. Changes to Section 510 –
		* Issues during submittal review, currently no real “approval” requirement. Require review time/approval before constructing.
		* Design/spec issues - require uniform code, AASHTO LRFD (no std spec), open to showing conceptual design in contract plans. There is increase concern about maintaining pedestrians – difficult to do without showing in plans. Work with PM if pedestrian access is required. Perhaps remove roadway width in item description and show typical section in plans. Considerations for ice - depends how long it will be in place. l/300 is in the spec now for deflection limit. Discussed allowing lower hydraulic criteria, recommend keeping Q50 without overtopping, allow change on case-by-case basis. Pile bent piers – min # piles required for redundancy? Tidal is not specifically covered. Specify requirements for riding surface – paved/not paved. When to require launching area for temporary truss bridges?
		* Design loading – is HL-93 always required? Possibly design vehicle could be dependent on corridor priority, like the bridge rehab engineering instruction. Relate CP to hydraulic design criteria as well?
	3. MassDOT has eliminated the use of weathering steel (only use over rail).
		* MassDOT published Engineering Directive E-22-002 in this regard. Concern being salt spray during winter events from above over sides of railings. Resulting in higher lifecycle cost than originally perceived.
	4. OpenBridge Designer/modeler –
		* Jon French in CADD group to discuss next meeting, CADD updates. Testing and training beginning in fall, new software next year. MaineDOT will pursue a test project using the new software.
	5. Subcommittee
		* The subcommittee suggested hosting a consultant only pre-meeting discussion open to all MaineDOT GCA (Geotech & Bridge) consultants to allow other non-committee member consultants the opportunity to add discussion topics.
		* ACEC – start with GCA list, add some other members who are working on bridge projects.
	6. Other – NHDOT ACEC update DT
		* Modular joints – NH requires multiple support bars for longevity and was wondering if Maine has a similar requirement. Do not use much in Maine due to maintenance issues so no specific details or requirements. No issues of note on Martin’s Point. Maine would default to finger joint before modular.
6. Future Discussion Topics
	1. Training Areas
		* AASHTO Concrete LRFD – January/Feb 23. More to come.
7. Subcommittee Rotation for Consultants
	1. Active:
		* 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
		* Keith Wood, Kleinfelder Q1 2022 thru Q4 2023
	2. Future:

* + - Ashley Stephens, HNTB Q3 2022 thru Q2 2024
		- Andrew Blaisdell, GZA Q3 2022 thru Q2 2024
1. The Next Meeting is set for: September 13th, 2022