



MAINE DEPARTMENT OF TRANSPORTATION
American Council of Engineering Companies (ACEC-Maine)
Multimodal Subcommittee
2023-09-13 Meeting Notes – Via Teams

MEMBERS	Jeff Tweedie, MaineDOT (<i>could not attend</i>) Nate Benoit, MaineDOT Mike Laberge, MaineDOT Aurele Gorneau II, MaineDOT Kate Maguire, MaineDOT Jeff Beale, City of Lewiston	Don Ettinger, Gorrill Palmer Adam Stockin, WSP Brett Hart, Sewall (<i>could not attend</i>) Bruce Munger, HNTB
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Subcommittee Mission: Improve communication between MaineDOT and Consultants and assist MaineDOT in achieving Multimodal Program goals.

Discussion Items:

1. In terms of staffing, DOT multimodal has filled the construction manager position with Joe Stilwell. The DOT multimodal right of way appraiser position is vacant again.
2. Multimodal deliverables are tracking at 100% for in-house projects, and 33% for LPA projects at the time of this meeting. Year-end deliverables are projecting at 85% for in-house projects, 55% for LPA projects.
3. LPA training is planned for November 1, 2023, in-person.
4. The consultant subcommittee size was discussed. Currently four consultant members participate on this subcommittee. DOT and ACEC are open to increasing the number of consultants on this subcommittee. Moving forward, six consultant members will participate on this subcommittee.
5. Since design requirements for traffic signal foundations have changed in recent years, this subcommittee asked Kate Maguire to attend the meeting to discuss the latest geotechnical protocols for design and construction on traffic signal projects.

Regarding the design process, it was discussed that when a traffic signal project requires a geotechnical design, a field boring is typically completed by DOT. The location of the boring is placed as close to the proposed signal foundation as possible, however there are limitations on where borings can be taken, such as right of way, existing utilities, and drainage. Next structural loadings are determined by the consultant for the proposed signal equipment and foundations. That information is conveyed to DOT and DOT completes the foundation design using the information provided. DOT will also prepare stamped foundation plans with boring information to be included in the construction plan set. Once the foundation designs are complete, the consultant should check for conflicts between the proposed foundations and existing utilities & drainage. The foundation plans will include any required notes for the contractor and no additional general notes are needed.

Regarding the construction process, it was discussed that the foundation specification (606.034) requires the contractor to calculate and submit the anticipated structural loads relating to the signal equipment and

foundations to DOT, following the shop drawing submittal process. With this information, the DOT geotechnical engineer reviews the proposed foundation designs and either approves them or revises the foundation designs accordingly. This last step of having the geotechnical engineer review the contractor's structural loadings has been missed on some prior projects. Foundations sizes typically range from 2.5' to 5.0' in diameter and 8' to 20' in length. Anchor bolt assemblies in foundations can be 7' in length at times. Some Maine contractors have issues with drilling shafts and foundations in rock.

6. Nate Benoit mentioned that there is a renewed focus and desire to close out construction projects. Receiving the construction closeout documentation has been slow on some DOT projects. On LPA projects, the municipality retains all project closeout documentation however the required final as-built drawings should be provided to DOT.

Next meeting: The 2023 Q4 meeting will be held on Wednesday December 6, 2023, from 1-2pm via Teams.