



MAINE DEPARTMENT OF TRANSPORTATION
American Council of Engineering Companies (ACEC-
Maine)

CAD & Highway Subcommittees
2026-07-24 Meeting Notes



MEMBERS & ATTENDEES	Devan Eaton, MaineDOT Dana Cloutier, MaineDOT Lindsey Merrifield, MaineDOT Chris Helmstrom, MaineDOT Rich Tarantino, McFarland Johnson Jeff Collins, Hoyle Tanner	Shane Kelly, Sebago Technics Joe Howe, Stantec Tony Grande, VHB James Davis, VHB Don Ettinger, LJB / Gorrill Palmer

Summary of meeting notes:

- 1) The purpose of this meeting was to engage the ACEC CAD subcommittee on the details relating to a possible ORD lesson learned training session for highway designers. The ACEC highway subcommittee meeting notes from the 6/24/2026 meeting were shared with this group as a good summary of prior events and thinking for an ORD training session.
- 2) Possible training topics were discussed in this call. Initial training topics generated at a 5/13/2026 highway subcommittee meeting were shared and discussed. Below is a summary of those topics:
 - a) Modeling of driveways is not required at this time. Modeling of drives should be done only when needed to better understand grading limits and slope impacts.
 - b) Modeling of curb tip downs is not required at this time.
 - c) Placement of driveway sections at the end of the cross-section set is acceptable to the department. It was noted that the civil cell library can be painful to use.
 - d) It remains important to model roadway from edge of pavement to edge of pavement, as that is what the contractor will be using. Modeling of intersections is also important.
 - e) Sometimes, it is necessary to make manual edits to the plan set, and not in the model, which is acceptable to the department. The model can be updated once the design is finalized and locked in, typically at the PIC milestone.
 - f) The display of existing features on the cross-sections is not required by the highway program at this time. We understand other departments at MaineDOT may have different expectations.
 - g) It was noted that samples of ORD plan sets would be helpful to the consultant community since the appearance of ORD plans is significantly different than MicroStation/Inroads plan sets.
 - h) While drainage in ORD is not required at this time, some consultants and some department staff are using it for analysis and for displaying drainage features accurately on the plan set.
 - i) The library features for guardrail elements are sometimes displayed in the opposite direction. When this occurs, try selecting the reverse guardrail feature.

- j) The development of quantities using the ORD model is a good way to check the quantity calculations completed independently of the model. Designers should not rely on the model to determine earthwork volumes and base material quantities unless they have high confidence in their ORD model. At a minimum, those quantities from the model should be checked independently.
- 3) There was a significant amount of discussion on these training topics, specifically the importance of displaying existing features like utilities on the cross sections.
- 4) The order of the topics listed above was discussed, and reordering of those topics to follow the traditional project development process was suggested. Richard Tarantino and Chris Helstrom to provide Don Ettinger with suggestions on reordering the training topics.
- 5) Additional training topics should include the design of intersections in ORD.
- 6) The purpose of this training session is to ensure consultants are providing the department with consistent level plans that meet their expectations. The training will focus on what to do and not how to do it.
- 7) All acknowledged that the ORD tool is not designed for PDF deliverables, making PDF document preparation for submittals challenging. It will also become increasingly challenging to QC-review projects that have no PDF deliverables, which may be the department's ultimate goal.
- 8) The department is engaging the consultant community separately from this process to refine and update its submittal forms relating to milestone submittals. They are starting with the HVAC submittal form and would like it updated prior to the ORD training session.
- 9) The ORD training event is planned as a lunch-n-learn session, a hybrid event using Teams, 1-hour duration, with a focus on ORD users for the MaineDOT highway program. It was suggested and agreed that this lunch-n-learn session should be extended to 2 hours. The event will be in the fall of 2026 (Sep, Oct, Nov). The first training session will focus on the ORD requirements for HVAC submittals. Some referred to the event as a lunch-and-training event.
- 10) This group set a deadline of 8/7/2026 to send Don Ettinger any additional training topics.
- 11) Don Ettinger will prepare a draft agenda and initial slide show for the lunch-n-learn for the next meeting, which is scheduled for 8/14/2026. This group will discuss setting a date for the lunch-n-learn at that meeting.
- 12) End.