



**Improving HMA Committee, MS Teams – June 9, 2020
COVID Abbreviated Meeting Agenda**

Present	Name	Company	Present	Name	Company	Present	Name	Company
X	Anderson, Taj	Poe	X	DeVol, Joe	WSDOT		Rivera, Angel	FHWA
	Bell, Dave	Lakeside		Dyer, Bob	WSDOT	X	Russell, Mark	WSDOT
X	Cantrell, Logan	Granite	X	Fishel, Greg	Miles	X	Schofield, Dave	CWA
	Chapman, Josh	Granite	X	Gent, Dave	WAPA	X	Shearer, Tim	ICON
X	Clayton, E. J.	Granite		Griffith, Brad	Miles		Shippy, Ron	Inland Asphalt
	Costello, Mike	Pyramid	X	Hill, Kentin	Granite	X	Uhlmeyer, Jeff	WSDOT
X	Damitio, Chris	WSDOT		Johnson, Torrey	Tucci & Sons	X	Waligorski, Kevin	WSDOT
X	Davis, Steve	WSDOT	X	Mathis, Gerome	Inland Asphalt	X	Williams, Kurt	WSDOT
X	Deffenbacher, Jon	WSDOT		McDuffee, Steve	Watson	X	Winger, Leon	WSDOT
	Dempsey, Bill	Lakeside	X	Pederson, Chris	CTL		Zemke, Eric	Shamrock
X	Raynes, Bob	Cadman		Terrill, Keith	Road Science			

OLD BUSINESS

17-02 How can we cost-effectively increase the service life of HMA Pavements? – Highlight/ Summarize Final Agreements for Mix and Compaction Spec’s – Jeff Uhlmeyer

HMA Changes From WAPA and WSDOT, Updated June 8, 2020 Relating to Mix Design Approval, Field Acceptance of Mixture, and Field Acceptance of Compaction						
Mix Design Approval						
SPEC	REGARDING	CURRENT	2018	2019-2020	2021	2022
9-03.8(2)	¾ VMA Lower Spec Limit	15.0%	no change	no change	15.0%	15.0%
	½ VMA Lower Spec Limit	14.0%	no change	no change	14.0%	14.0%
	¼ VMA Lower Spec Limit	13.0%	no change	no change	13.0%	13.0%
	1 VMA Lower Spec Limit	12.0%	no change	no change	12.0%	12.0%
9-03.8(7)	VMA Tolerance (¾, ½, ¼, 1	-1.5%	-1.0%	-1.0%	-0.5%	-0.5%
Field Acceptance						
SPEC	REGARDING	CURRENT	2018	2019-2020	2021	2022
9-03.8(2)	¾ VMA Lower Spec Limit	15.0%	no change	no change	15.0%	15.0%
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	1 VMA Lower Spec Limit	12.0%	no change	no change	12.0%	12.0%
9-03.8(7)	VMA Tolerance	N/A	-1.5%	-1.0%	-0.5%	-0.5%
9-03.8(7)	No. 8 Tolerance			±4% *	±4%	* See Key Points
9-03.8(7)	No. 200 Tolerance			±2.0% *	±2.0%	* See Key Points
Revision to FOP for T166	Gmb wait time		15 hours	15 hours	Follow AASHTO	Follow AASHTO

HMA Changes From WAPA and WSDOT, Updated May 19, 2020

SPEC	REGARDING	CURRENT	2018	2019-2020	2021	2022
5-04.3(9)B5	Factor "f" for statistical evaluation (of VMA)	N/A	2	2	10	10
9-03.8(7)	JMF Binder Tolerance	-0.5% to +0.5%	-0.4% to +0.5%	-0.4% to +0.5%	-0.4% to +0.5%	-0.4% to +0.5%
5-04.3(10)C3	HMA compaction Lower Spec Limit - disincentive	91.0	91.0	91.5	92.0	92.0
5-04.3(10)C3	HMA compaction Lower Spec Limit - incentive	91.0	91.5	92.0	92.0	92.0
5-04.3(10)C3	Factor in Compaction Price Adjustment equation - disincentive	0.40	0.40	0.60	0.40	0.40
5-04.3(10)C3	Price Adjustment Equation - incentive	0.40	0.80	1.00	1.00	1.00
Key Points:						
Agree to keep 4% tolerance on #8 but allow to go beyond control point during production - * Evaluate for 2022						
Agree to keep 2% tolerance on #200 but allow Upper Spec limit to go from 7% to 8% during production.* Evaluate for 2022						
No. 8 and No. 200 production tolerances will be implemented via GSP for 2021 and evaluated to determine next steps						
Develop an optional system to obtain WSDOT Gsb prior to mix design submittal (added fee), will compare results to mix design test results for precision and bias (d2s) for T 84 and T 85.						

Brief Updates on following existing items:

14-16 Concerns with SAM – Status Update by Kurt Williams

The lab has pulled data from SAM regarding the time to post test data in SAM and has shared the data with the regions. In general the turnaround times are good for compaction and mix. Mineral Aggregate tests tend to lag behind. Contractors should contact the Project Office if this issue continues.

16-13 “Sequestered” RAP and RAS stockpiles rules/ wording – Status Update Joe DeVol

The sequestered RAP/RAS specification is still in draft form version 16-13 R1 and under consideration for future updates. Send comments to Joe DeVol/Kevin Waligorski

17-03 Trackless tack/HP Tack – Update Steve Davis

Steve Davis noted WSDOT is interested in pursuing trackless tack as an experimental feature should there be interest.

Dave Gent clarified that WAPA is interested in using trackless tack as a tool but is not on the top of WAPA’s priority list. National efforts for best tack practices are underway.

18-02 Using Lime as anti-strip – new spec, Steve Davis

May 2019 – WSDOT added a draft specification for lime treatment as an alternative method. The specification allows for a stockpile marination. The use of lime as an antistrip should go in as a specification in January 2021.

- 19-01 Challenge Testing Uncompacted Void Test Results – Status Update Kurt Williams**
Round robin testing among WSDOT testers planned. COVID-19 setback this effort. Hope to move forward either this fall 2020 or spring 2021. Known samples will be sent to qualified testers across WSDOT Regions.
- 19-07 Clarify use of “Approved Mix Design”, “JMF”, and “Tolerance” – Adjusted Forms Steve Davis**
Steve discussed the adjusted forms. Forms are revised to provide consistency throughout. Reference Mix Design form down to one page with only necessary information. SAM updates include changes with how items read and will be out by the end of the week. Ready to roll out January 1, 2021.
- 19-09 Better define the dates for asphalt price adjustment calcs. – New Spec Kevin Waligorski**
Draft 19-09 presented at last meeting. Will dust this off and move forward. Comments should go to Kevin Waligorski.
- 19-10 Clarify High RAP/RAS test section requirement for the number of Hamburg and IDT tests. – Joe DeVol**
Revised language is being incorporated into the 2021 Standard Specifications.
- 19-11 Is WSDOT cooling the pavement adequately before taking cores? – Status Update Kurt Williams**
Procedure discussed with Region IAI’s. Appears to be more related to education than a problem with the test procedure. This has been addressed and WAPA has been asked to bring problems forward if they occur.
- 19-13 Correlation of WSDOT and Industry gyratory compactors – Status Update Joe/Steve**
Email sent to Cal Cert to implement a plan for mix design gyratory compactors. Consensus is to move this to fall. Meeting scheduled for June 11, 2020 to discuss the testing with Cal Cert. WAPA’s comments are welcomed.
- 19-16 Recycled Materials Toxicity Testing – RAP/RAS – New Spec Joe/Steve**
Goes back to Section 1-06, 9-03.21. Toxicity testing for RAP/RAS requirements needs more certification for non-DOT sources. Recent WSDOT audit has triggered increased requirements for mix design and production of HMA. While the current specifications allow WSDOT to request certifications, the updated Standard Specifications effective 2021 will further clarify the need to provide a certification on materials source. The certification will be needed up front for mix designs coming through the door and no later than 90 days before HMA placement. WAPA asked WSDOT to discuss production concerns as discussions move forward.

New Item:

- 20-01 How much RAP is being used on low RAP jobs? Still needs toxicity certification during production if not a State Source.

SET DATE FOR NEXT MEETING –
10/29/2020

9:00 AM – noon

Bullfrog Conference Room if we can meet in person

5-04.2(1)A2 High RAP/Any RAS – Mix Design Submittals for Placement on QPL

For High RAP/Any RAS mix designs, comply with the following additional requirements:

1. For mix designs with any RAS, test the RAS stockpile (and RAP stockpile if any RAP is in the mix design) in accordance with [Table 3](#).
2. For High RAP mix designs with no RAS, test the RAP stockpile in accordance with [Table 3](#).
3. For mix designs with High RAP/Any RAS, construct a single stockpile for RAP and a single stockpile for RAS and isolate (sequester) these stockpiles from further stockpiling before beginning development of the mix design. Test the RAP and RAS during stockpile construction as required by item 1 and 2 above. Use the test data in developing the mix design, and report the test data to The Contracting Agency on WSDOT [Form 350-042](#) as part of the mix design submittal for approval on the QPL. Account for the reduction in asphalt binder contributed from RAS in accordance with AASHTO PP 78. **Do not add RAP or RAS to a sequestered stockpile after starting the mix design process, unless the following measures are taken:**
 - a. **Test samples of the RAP or RAS to be added to the sequestered stockpile in accordance with Table 3.**
 - b. **Evaluate and compare the test results from step a. against the sequestered stockpile properties on which the mix design is based. Develop a written plan on how the RAP/RAS to be added will be incorporated into the sequestered stockpile without materially changing the binder grade or aggregate gradation properties of the sequestered stockpile. Submit the test results and incorporation plan to the State Materials Lab for approval.**
 - c. **Remove all material from the stockpile which was incorporated into the sequestered stockpile in any manner not approved by WSDOT, and do not use such material in HMA.**

(January 2, 2018)

Attach 19-09

Asphalt Cost Price Adjustment

The Contracting Agency will make an Asphalt Cost Price Adjustment, either a credit or a payment, for qualifying changes in the reference cost of asphalt binder. The adjustment will be applied to partial payments made according to Section 1-09.9 for the following bid items when they are included in the proposal:

“HMA Cl. ___ PG ___”

“HMA for Approach Cl. ___ PG ___”

“HMA for Preleveling Cl. ___ PG ___”

“HMA for Pavement Repair Cl. ___ PG ___”

“Commercial HMA”

The adjustment is not a guarantee of full compensation for changes in the cost of asphalt binder. The Contracting Agency does not guarantee that asphalt binder will be available at the reference cost.

The Contracting Agency will establish ~~the~~ asphalt binder reference cost~~s~~ twice each month and post them on the Agency website at: www.wsdot.wa.gov/Business/Construction/EscalationClauses.htm. The reference cost~~s~~ will be determined using posted prices furnished by Poten & Partners, Inc. If the selected price source ceases to be available for any reason, then the Contracting Agency will select a substitute price source to establish the reference cost.

~~The base cost established for this contract is the reference cost posted on the Agency website with an effective date immediately preceding the bid opening date.~~

~~Price adjustments will be calculated one time per month. No price adjustment will be made if the Current Reference Cost is within +/-5% of the Base Cost. Reference costs for projects located in Eastern versus Western Washington shall be selected from the column in the WSDOT website table labeled “Eastern”, or “Adjustments will be based on the most current reference cost for Western Washington”, accordingly. or Eastern Washington as posted on the Agency website, depending on where the work is performed. For work completed after all authorized working days are used, the adjustment will be based on the posted reference cost during which contract time was exhausted.~~ The adjustment will be calculated as follows:

If the reference cost is greater than or equal to 105% of the base cost, then

Asphalt Cost Price Adjustment = (Current Reference Cost – (1.05 x Base Cost)) x (Q x 0.056).

If the reference cost is less than or equal to 95% of the base cost, then

Asphalt Cost Price Adjustment = (Current Reference Cost – (0.95 x Base Cost)) x (Q x 0.056).

Where: Current Reference Cost is selected from the website table based on the “Date Effective” that immediately precedes the current month’s progress estimate end date. For work completed after all authorized working days are used, the adjustment will be based on the posted reference cost during which contract time was exhausted

Base Cost is selected from the website table based on the “Date Effective” that immediately precedes the contract bid opening date, and shall be a constant for all monthly adjustments.

Q = total tons of all classes of HMA paid in the current month’s progress payment.

“Asphalt Cost Price Adjustment”, by calculation.

“Asphalt Cost Price Adjustment” will be calculated and paid for as described in this section. For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount in the proposal to become a part of the total bid by the Contractor.



**Improving HMA Committee, MS Teams – November 5, 2020
Meeting Agenda**

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X	Bell, Dave	Lakeside	X	Hill, Kentin	Granite	X	Schofield, Dave	CWA
X	Cantrell, Logan	Granite	X	Johnson, Torrey	Tucci & Sons		Schultz, Brett	Miles
X	Chapman, Josh	Granite	X	Keeth, Jon	WSDOT	X	Shearer, Tim	ICON
X	Clayton, E. J.	Granite	X	Malley, Stuart	CRH		Shippy, Ron	Inland Asphalt
	Damitio, Chris	WSDOT		Mathis, Gerome	Inland Asphalt	X	Uhlmeier, Jeff	WSDOT
X	Davis, Steve	WSDOT		Pederson, Chris	CTL	X	Waligorski, Kevin	WSDOT
X	Dempsey, Bill	Lakeside		Terrill, Keith	Road Science		Williams, Kurt	WSDOT
X	DeVol, Joe	WSDOT	X	Kull, Spencer		X	Winger, Leon	WSDOT
X	Fishel, Greg	Miles	X	Raynes, Bob	Cadman		Zemke, Eric	Shamrock
X	Gent, Dave	WAPA	X	Rivera, Angel	FHWA			

OLD BUSINESS

17-02 How can we cost-effectively increase the service life of HMA Pavements? – Final agreed to specifications for 2021 & 2022:

HMA Changes From WAPA and WSDOT, Updated June 8, 2020 Relating to Mix Design Approval, Field Acceptance of Mixture, and Field Acceptance of Compaction						
Mix Design Approval						
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5-04.3(10)C3	Price Adjustment Equation - incentive	0.40	0.80	1.00	1.00	1.00

Key Points:

Agree to keep 4% tolerance on #8 but allow to go beyond control point during production - * Evaluate for 2022
 Agree to keep 2% tolerance on #200 but allow Upper Spec limit to go from 7% to 8% during production.* Evaluate for 2022
 No. 8 and No. 200 production tolerances will be implemented via GSP for 2021 and evaluated to determine next steps
 Develop an optional system to obtain WSDOT Gsb prior to mix design submittal (added fee), will compare results to mix design test results for precision and bias (d2s) for T 84 and T 85.

- November 5, 2020: *Note the items under the Key Points have been incorporated by a GSP for 2021. [Dave Gent - How do we finalize the optional system to obtain WSDOT Gsb prior to mix design submittal so it is broadcast and operational as soon as possible?](#)

14-16 Concerns with SAM

- October 31, 2019 – Dave Gent,
 - October Construction Manual update: Dyer
 - Prepave meeting – discuss process of notifying mixture and compaction results
 - Prepave meeting – timely results needed to keep track of CPF
 - Inspector roles and responsibilities – OK to provide unofficial results at time of testing
 - Data on timeliness of data entry: Kurt Williams
- June 9, 2020 - The lab has pulled data from SAM regarding the time to post test data in SAM and has shared the data with the regions. In general the turnaround times are good for compaction and mix. Mineral Aggregate tests tend to lag behind. Contractors should contact the Project Office if this issue continues.
- November 5, 2020: We did have instances of untimely SAM data entry this season primarily tracked to one area. While this doesn't appear to be a systemic issue it does warrant continued effort. WSDOT is proposing pull SAM data entry reports annually and submit to region management.
 - [Granite pointed out some project hey had issues with Timely SAM Data entry, Timely Challenges, Timely Min Agg data entry, and accuracy of Challenges.](#)

- Requesting time limit for Min Agg, and Min Agg samples run per mix design and not combined together (is this a new topic?).
- Dave Schofield noted need to check accuracy of data entry and calculations and communication.

16-13 “Sequestered” RAP and RAS stockpiles rules/ wording – Status Update Joe DeVol

- October 31, 2019 – We reviewed the updated draft spec (Attach #16-13). There was discussion about developing a tolerance on the gradation and Pb within which addition of new RAP/RAS into the sequestered stockpiles would be allowed. It was also discussed to extract, recover and test the asphalt residue on a periodic cycle to confirm product consistency noting that PG grading is the biggest potential GAP. Joe and Kentin will update the revised spec.
- June 9, 2020 - The sequestered RAP/RAS specification is still in draft form version 16-13 R1 and under consideration for future updates. Send comments to Joe DeVol/Kevin Waligorski.
- November 5, 2020 – Joe DeVol and Steve Davis are continuing to develop and update the draft spec. 16-13 R1. [Kentin to review and provide feedback](#)

17-03 Trackless tack/HP Tack

- October 31, 2019 – Dave Gent mentioned that there is a national “best practices” effort underway at the National Asphalt Pavement Association that may inform the group on possible spec. updates once it is published. There are no specification changes proposed at this time noting that in May 9, 2019 meeting NanoTac (a trackless tack additive) would be considered for use on WSDOT projects if proposed by the Contractor.
- June 9, 2020 - Steve Davis noted WSDOT is interested in pursuing trackless tack as an experimental feature should there be interest. Dave Gent clarified that WAPA is interested in using trackless tack as a tool but is not on the top of WAPA’s priority list. National efforts for best tack practices are underway.
- November 5, 2020 - WSDOT is open to experiment if a contractor submits a proposal. [It was noted that FHWA has removed their proprietary item requirements, this still requires approval but proprietary item justification now lies in Region approval, thus could be possible to set up a proprietary tack for trial. Suggestion to assemble a sub-group between WAPA/WSDOT and Suppliers. Dave Gent to reach out to suppliers to gauge interest.](#)

18-02 Using Lime as anti-strip – new spec

- May 2019 – WSDOT added a draft specification for lime treatment as an alternative method. The specification allows for a stockpile marination. The use of lime as an antistrip should go in as a specification in January 2021.
- November 5, 2020 - This was added to the 2021 book, this item will be closed.

19-01 Challenge Testing Uncompacted Void Test Results

- October 31, 2019 –We reviewed the data for almost 5 years of test data on Uncompacted Voids and Sand Equivalent. The failure rate is very low, less than 2% for uncompacted voids, and less than 0.5% for SE and Fracture; however, the impacts of the penalty for failing tests can be high. Another issue noted that Min Agg testing is done later than mix testing as well as the delay in posting data in SAM. Kurt to review data and possibility of allowing challenges/retests as well as review the time to post the information into SAM.

- June 9, 2020 - Round robin testing among WSDOT testers planned. COVID-19 setback this effort. Hope to move forward either this fall 2020 or spring 2021. Known samples will be sent to qualified testers across WSDOT Regions.
- November 5, 2020 – Planning to perform the round robin testing this winter/spring. WAPA has suggested eliminating this test. WSDOT remains solid in its stance that it is a required test following the AASHTO guidelines although has reduced the AASHTO recommended tolerance. Following up on the repeatability question with the round robin testing. [Cadman pointed out that under 3-04 there is no opportunity to challenge or retest a failing sample and requested looking into adding this ability to address potential errors. WAPA would like to see a fair, fast test where the potential penalties reflect the potential mix issues.](#)

19-07 Clarify use of “Approved Mix Design”, “JMF”, and “Tolerance” – Adjusted Forms Steve Davis

- June 9, 2020 - Steve discussed the adjusted forms. Forms are revised to provide consistency throughout.
Reference Mix Design form down to one page with only necessary information.
SAM updates include changes with how items read and will be out by the end of the week. Ready to roll out January 1, 2021.
- November 5, 2020 – Updates to documents have been made, this item will be closed.

19-09 Better define the dates for asphalt price adjustment calcs.

- June 9, 2020 - Draft 19-09 presented at last meeting. Will dust this off and move forward. Comments should go to Kevin Waligorski.
- November 5, 2020 – No comments received, moving forward with Draft 19-09.

19-10 Clarify High RAP/RAS test section requirement for the number of Hamburg and IDT tests.

- June 9, 2020 - Revised language is being incorporated into the 2021 Standard Specifications.
- November 5, 2020 – Spec language has been added to the 2021 book, item will be closed.

19-11 Is WSDOT cooling the pavement adequately before taking cores?

- October 31, 2019 - Dave Gent – Is a change to the coring test procedure needed to address this? A couple of ideas that came up included modifying SOP 734 to require the use of ice if coring the same day, or maybe require the contractor to acquire the cores. Bob and Kurt will review with regions.
- June 9, 2020 - Procedure discussed with Region IAI's. Appears to be more related to education than a problem with the test procedure. This has been addressed and WAPA has been asked to bring problems forward if they occur.
- November 5, 2020 – This issue was brought up on at least one occasion this year. Should the responsibility for taking cores be transferred to the Contractor? [Dave Gent to review the idea of contractor coring with other WAPA members, Joe DeVol/Kurt Williams to review idea with Region Materials Engineers.](#)

19-13 Correlation of WSDOT and Industry gyratory compactors – Status Update Joe/Steve

- October 31, 2019 – Joe DeVol - Discussed the idea of hiring Cal-Cert to perform round robin calibrations on WSDOT and Contractor gyratory compactors and sharing the data so everyone can correlate their equipment. Dave Gent to poll the contractors and pull information together by 1/1/20 (who is interested, brand, model, physical address, etc.). Work with Joe DeVol or Steve Davis.

- June 9, 2020 - Email sent to Cal Cert to implement a plan for mix design gyratory compactors. Consensus is to move this to fall. Meeting scheduled for June 11, 2020 to discuss the testing with Cal Cert. WAPA's comments are welcomed.
- November 5, 2020 - Cal Cert working their way through the list. [Calibration testing done, compiling data, report should come out this winter.](#)

19-16 Recycled Materials Toxicity Testing – RAP/RAS – New Spec Joe/Steve

- October 31, 2019 – Kurt Williams and Joe DeVol – Discussion on FHWA Audit of Standard Spec 9-03.21 and changes in state law regarding asbestos (as it relates to RAS). Discussion, will be updating Std Spec Section 9-03.21(1) to require toxicity testing data for Asbestos as well as providing documentation on the source of the RAP used on the project.
- June 9, 2020 - Goes back to Section 1-06, 9-03.21. Toxicity testing for RAP/RAS requirements needs more certification for non-DOT sources. Recent WSDOT audit has triggered increased requirements for mix design and production of HMA. While the current specifications allow WSDOT to request certifications, the updated Standard Specifications effective 2021 will further clarify the need to provide a certification on materials source. The certification will be needed up front for mix designs coming through the door and no later than 90 days before HMA placement. WAPA asked WSDOT to discuss production concerns as discussions move forward.
- November 5, 2020 – Initial spec updates have been made. Continuing to review requirements with environmental to ensure WAC requirements are being met. [WAPA has concerns with the need for this particularly for RAP, also noting the 90 day requirement could impact paving schedules. Joe noted he is still working with the Environmental group to nail down the requirements and that changes may be coming.](#)

New Item:

- 20-01 November 5, 2020 - How much RAP is being used on low RAP jobs? Still needs toxicity certification during production if not a State Source. [There is interest on both sides in tracking the amount of RAP that is being incorporated into our pavements, there is a good story to tell here. Looking into how to report and track actual RAP usage.](#)
- 20-02 November 5, 2020 – Joe DeVol to discuss updates on Mix Design Submittal Process in QC8. Clarifying lines of communication and processing timelines. [Joe reviewed some of the high points on what is being adjusted and noted a draft will be coming soon through WAPA.](#)

[Dave Bell asked about looking into max Indirect Tensile Strength requirements for modified binders. Joe noted the Ideal CT as a more scientific approach and that a CT index may be implemented down the road.](#)

[RAP Reset Study – Draft report should be coming out soon, will notify WSDOT and WAPA members as soon as received.](#)

[New or Revised Specifications for the 2022 book due in June.](#)

Informational

- Potential AASHTO name changes for Va to Pa, and HMA to Asphalt Mixtures. If this is approved we don't anticipate seeing changes for a year or two.
- E-Ticketing Specification – Attached is the most recent version of our E-Ticketing specification that will be coming out in jobs this winter for next years construction. Open for feedback. [There was some](#)

discussion on what information is required on E-Tickets, and the need for Scaleman Daily reports. Noted WSDOT is still cleaning up policy documents to get in line with the new E-ticket direction.

Is there anything we need to tackle this winter?

SET DATE FOR NEXT MEETING –

Date: [April 29, 2021](#)

Time: [9:00 – 11:00](#)

Location: [Virtual](#)