

WAPA/WSDOT Paving Work Zone Risk Reduction Joint Committee

October 11, 2016 Meeting Bull Frog Maintenance Facility

Attendees:

Cal Beyer, Lakeside Industries	Billy Wallace, NW Laborers
Dave Bierschbach, WSDOT	Doug Stiffarm, Miles Resources
Torrey Johnson, Tucci Brothers	Amir Rasaie, WSDOT
Rosa Connell, Lakeside Industries (Guest)	Will Smith, WSDOT
All Hughbanks, Inland Paving (Oldcastle)	Christ Christopher, WSDOT
Dave Gent, WAPA	Steve Haapala, WSDOT
Mark Ottele; Granite	Dave Erickson, WSDOT
Josh Swanson; Operating Engineers #302	

1. Meeting called to order. Emergency/safety procedures for facility were reviewed.
2. Dave Gent reviewed WAPA Anti-collusion acknowledgement and attendees signed in.
3. New members attending first meeting:
 - a. Mark Ottele, Project Manager; Granite Construction
 - b. Steve Haapala, WSDOT Work Zone Training

4. Priority #1: Speed Reduction

Steve Haapala of WSDOT discussed WSDOT current speed reduction practices in work zone. He described what is done in Oregon DOT regarding mobile work zone speed road reductions. Chris Christopher described what is done in Utah DOT regarding mobile work zone speed road reductions. Both of those states do reductions in the vicinity of the work occurring so drivers understand why they are slowing down. The speed reductions move with the work as it progresses down the highway.

WAPA members are receptive to mobile work zone speed reduction ideas discussed. They don't have mobile speed zone signs for the most part, but could rent them. They also indicated they could purchase them if they had an indication that mobile speed reduction zones would become a standard practice on projects.

Portable rumble strips were discussed. The discussion concluded that they may not be suited for higher speed routes. An example of an appropriate place to use them may be lower speed areas such as in cities on intersection projects.

Action Items

- Chris Christopher will post UTAH DOT Variable Speed Limit presentation on Basecamp
- Chris Christopher will invite Joshua Van Jura from UT DOT to participate in 1/25/17 meeting to present Variable Speed Limit project

- Josh Swanson from Laborer’s will contact Washington State Traffic Safety Commission regarding work zone emphasis campaign
- WSDOT will work to identify 2-3 projects that could utilize the mobile work zone speed reductions
- WAPA asked if WSDOT can track the number of speed limit reductions for projects. Steve Haapala will follow up on this

5. Priority Item #2: Reimbursement for Law Enforcement

Dave Erickson of WSDOT shared the existing and proposed new GSP for law enforcement on projects. The proposed GSP would provide more information on law enforcement use including the number of hours planned for the job. It also provided for sharing costs over and above what is called out in the job.

WAPA members generally felt the proposed new GSP is a definite improvement and would get to what they are looking for.

Action Items

- WSDOT needs to confirm with WSP on who they would like to coordinate law enforcement coverage on project – WSDOT or the contractor or either
- WSDOT will confirm WSP’s position on use of local agency law enforcement on WSDOT projects
- WSDOT will get clarity from WSP on policy/protocol/reimbursement for cancelation of contract work which would result in not needing WSP
- WSDOT will also need to follow up with industry and internal staff to review the proposed new GSP.

6. Priority Item #3: Lump Sum Traffic Control

Dave Erickson of WSDOT provided information on Lump Sum Traffic control numbers

- 2006-2011 – averaged around 50% of projects
- 2012-2014 – averaged around 60% of projects
- 2015 – averaged around 70% of projects

WSDOT Regions have been using Lump Sum Traffic control more as they become more experienced with it.

Contractors have concerns with urban projects, a competitive disadvantage for contractors who put a lot into their traffic control, short time windows during bid period to determine traffic control lump sum

bid, dealing with overruns and changes. Also a concern with other agencies with less experienced than WSDOT using it.

Action Items

- WSODT will work on white paper detailing history of lump sum traffic control, what has changed over time, and the reasons why.
- WAPA will have some more discussions with members to identify specific concerns.

Additional Follow-Up Actions:

1. Add to Roster, email distribution list and Basecamp portal -- *done*
 - a. Mark Ottele
 - b. Steve Haapala
 - c. Delete Dan Briggs from all 3 at his request
2. Josh Swanson will contact WA Traffic Safety Commission to discuss collaboration on work zone safety promotion/public service advertising—*done*
3. Cal Beyer will make contact with Executive Director of Asphalt Pavement Association of Oregon (John Hickey) to request information on Variable Speed Limits and other work zone safety initiatives -- *done*
4. Committee report at WAPA Annual Meeting will include discussions on speed reductions (variable speed limit proposal) and GSP on reimbursement of WSP and other law enforcement expenses in work zones – *done*
5. Chris Christopher reminded Committee to seek ways to keep AGC Roadway Safety Committee informed of progress on priority projects to help avoid redundancy -- *done*
6. Placeholder Meeting Invitations to be sent for the 4 scheduled 2017 Committee meetings – *done*
7. Next meeting: scheduled for 1/25/17 at NW Laborers District Office in Renton/Tukwila – address will be embedded in meeting invitation.