

ROADWAY TEAM MINUTES

January 13, 2022

Teams Meeting
8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
X	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
	Bruce Chattin	WACA	206.571.3395	bchattin@washingtonconcrete.org
X	Jeff Daly	Nutter Corp.	360.907.9408	jeffdaly@nuttercorp.com
X	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
X	Dan Glover	Tucci & Sons	253.922.6676	dglover@tucciandsons.com
X	Ryan Gilmore	Graham		ryan.gilmore@grahamus.com
X	*Bill Grady	KLB Const.	425.355.7335	billg@klbconstruction.com
	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
	Gil McNabb	WSDOT	206.440.4758	mcnabbg@wsdot.wa.gov
X	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
	Roger Palfenier	Totem Electric	253.722.2838	rogerp@totemelectric.com
	Brian Pearson	WSDOT	509.667.2881	pearsonb@wsdot.wa.gov
X	Joseph Rooney	Snohomish Co.		joseph.rooney@co.snohomish.wa.us
X	Tyler Pierce	SPM NW	253.321.3193 ext 302	tylerpierce@spmnw.com
X	John Romero	WSDOT	360.705.7824	romeroj@wsdot.wa.gov
X	Larry Smith	Atkinson Const.	253-350-5814	larry.smith@atkn.com
	Jason Streuli	Graham	425.508.2787	jasonstr@grahamus.com
X	*Neal Uhlmeyer	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Travis Walken	Granite	425.551.3152	travis.walken@gcinc.com
X	Brian Whitehouse	WSDOT	360.412.3421	whitehb@wsdot.wa.gov
	Guests			
X	Wendy Stroschein	WSDOT		stroschw@wsdot.wa.gov
X	Steve Haapala	WSDOT		haapals@wsdot.wa.gov

*Co-chair

Welcome and Review of Agenda

Neal welcomed the group and reviewed the agenda. Introductions were made.

Unifier (e-documentation)

Wendy Stroschein, WSDOT e-Construction Specialist, attended the meeting and gave an update on the status of where WSDOT is at with the implementation of Unifier.

Wendy shared that Unifier started in 2020, 6 Project Offices piloted the use of Unifier on 8 projects. In 2021, all new contracts in the 6 pilot Project Offices, and 10 new Project Offices had at least one project using Unifier. Goal for 2022 is to have all new Design-Bid-Build contracts in Unifier with a Design-Build pilot project using Unifier.

Wendy shared that WSDOT has made some changes in some of the business processes in Unifier. This results in reduced number of business processes for submittals, elimination of acknowledgement workflow step for all submittal revisions, email capability for Contractors to forward to sub-contractors, separate business processes for material and construction submittals, and elimination of having to start submittal process with two different business processes.

Wendy shared that looking ahead, WSDOT is currently in the development of Cloud migration and modernizing e-Bidding process, and is looking into considering if Unifier could support e-Signatures, Bluebeam processes, Final Contract Voucher Certificates, State Force Account, and the replacement of CATS.

For more information on Unifier, Wendy told to group to look at the following WSDOT website: <https://wsdot.wa.gov/business-wsdot/how-do-business-us/public-works-contracts/payments-reporting/unifier-contract-management-software>

Team asked Wendy if Unifier will be used for pre-bid activities. Wendy stated that this is the plan and that the development team is working on it.

Team asked Wendy what the feedback from Contractors was. Wendy stated that initially with submittals that they were not happy with the process. WSDOT has made changes to these processes so it is now more uniform for the various submittals.

Neal stated to the Team that Unifier is a long term replacement for WSDOT legacy systems, so it is here to stay.

Media Filter Drain Long Term Results

John shared results of a study that tested long term results for media filter drains. The findings found that the removal efficiency for dissolved zinc and copper for the MFD indicated that the expected lifespans were well above 15 years.

John shared that the samples tested had lower amounts of Dolomite and Gypsum as compared to current specifications (2004 Specs – 10 lbs/cy of Dolomite and 1.5 lbs/cy of Gypsum. 2014 to current – 40 lbs/cy of Dolomite and 12 lbs/cy of Gypsum).

Bill asked John what was WSDOT's plan for replacing those MFD's installed in the mid-2000's and is there a reason why more CAVFS are being used instead of MFD's. John responded that he would get back to the Team with these answers.

John stated that he would also send the report to the group.

Tape for Temp Striping

Larry and Tyler shared with the Team how using tape for temporary pavement marking worked on a project. Both stated that using tape in the late season with cold weather and moisture on the roadway did not work as well as they would have liked. The 3M tape, off of the QPL, performed better with new pavement as compared to existing pavement.

Tyler feels that using a paint product for those crossover season projects would be best. Tape is only meant to be down for 3-6 months not for a longer duration because it starts to bond with the surface.

The Team asked if the removal of the tape, with the applied adhesive, causes scarring to the roadway surface. Tyler stated that there is some scarring during removal due to the adhesive bonding with the roadway surface.

Steve Haapala, HQ Work Traffic Control, responded that there are a total of 3 QPL tapes, Brite-L, 3M and Advanced Traffic Markings. Steve stated that he would check with other states to see what tapes that are using and will also look at changing the definition of temporary pavement marking-long term timeframe from 3-12 months down to 3-6 months.

Pre-Bid Electronic Files

The topic of having electronic files available pre-bid was previously discussed by the Team in 2018. At that time it was agreed that having the dtm's available to contractors in a .xlm format was the most beneficial. This was never developed into a formal policy to have projects do this, but HQ Construction is not opposed in making these files available. Neal's question to the Team is what files and format are most beneficial?

Per the Team, contractors are more interested in the actual 3-D modeling (.dtm) files, so .xlm would be preferred.

Bill asked if any PE's have any concern with providing these. Mark Allen, PE Spokane, PEO and Brian Whitehouse, PE Lacey PEO, stated that they both try to supply this information to the contractors, and both agreed that the contractors are more interested in the 3-D modeling, not CADD files.

Neal stated that he will continue to work with WSDOT Project Development to get more consistency on this delivery item.

Lump Sum Earthwork

Neal shared with the team that this bid item will likely be seen moving forward and asked what the Team suggests to make it better.

The Team feels that this item is starting to be used more often, similar to Lump Sum Traffic Control, and needs to have parameters set so that it doesn't get used on larger earthwork projects.

Neal stated that he likes the idea of being more selective on the size of projects and asked for ideas on setting parameters. The Team suggested that setting a quantity limit at 5,000 cubic yards

would keep it to smaller projects. Neal will discuss with HQ Construction. Neal would also like to look for other ways to control the use. This item will remain on the agenda.

Automated Flagger Assistance Devices (AFAD)

John shared with the Team revisions to the AFAD specification to get more use from designers when traffic control strategy calls for alternating one-way traffic control on a two-lane route. The revisions included specifying the requirement of the Red/Yellow Lens MUTCD requirement, clarifications on that the flagger operating the AFAD must be trained by either the manufacturer or the supplier representative, and that the measurement and payment has been revised to be per hour instead of per each. The payment item makes it clear that the flagger operating the AFAD is paid under the “Flagger” bid item.

Fish Passage Industry Event

Neal shared that an upcoming fish passage event on February 23, 2022 (2:30p – 4:30p) will be held by WSDOT.

To attend this event, you must register via Zoom at the following:

<https://agcwa.lt.acemlnb.com/Prod/link-tracker?redirectUrl=aHR0cHMIM0EIMkYIMkZ1czAyd2ViLn timer 20udXMIMkZtZWV0aW5nJTJGcmVnaXN0ZXIIMkZ0WmN0ZE95cXJUb3BIZFdnWF9iNHFPeG91MFM3QU5QSWRjNXUIM0Z1dG1fc291cmNIJTNEQWN0aXZlQ2FtcGFpZ24IMjZ1dG1fbWVkaXVtJTNEZW1haWwIMjZ1dG1fy29udGVudCUzREFHcyUyQINiYXR0bGUIMkJEaXN0cmIjdCUyQlJlcG9ydCUyNTNBjTJCRGlzdHJpY3QIMkZtZW1iZXJzJTJCJTJCbWVldGluZyUyNTJdTJCSmFuJTJCJTJCMtgmMkIIMjU3QyUyQIRheCUyQnBsYW5uaW5nJTJCYW5kJTJCcHJlcCUyQiUyNTdDJTJCV1NET1QIMkZmaXNoLXBhc3NhZ2UIMkZtZWV0aW5nJTJCTI1N0MIMkZmZwZ2xhdG12ZSUyQkh1ZGRsZXMIMkZzdGFydCUyQnRoaXN0MIMkZ3ZWVrJTJ2dXRtX2NhbnBhaWduJTNEU0VBjTJCRGlzdHJpY3QIMkZSZXBvcnQIMkZtJTJCSmFuJTJCTJCMtIIMjUyQyUyQjIwMjI=&sig=Df6bqBa9a7LFzUj4z6miEz5PVscSugixb9gLJhQrSmEb&iat=1642003723&a=%7C%7C25783120%7C%7C&account=agcwa%2Eactivehosted%2Ecom&email=aazYBRWdLbDMBrAwvsV71jctZ12QSu6gnyOif93DLkQ%3D&s=eaed9f36534eaf32c0b615e7939afa9c&i=454A643A2A11882>

SVBE

Neal noted that for new design build projects the updated templates have a mandatory SVBE goal. For design bid build projects the requirement will likely take effect later this Spring.

e-Ticketing Feedback

Neal said that WSDOT e-Ticketing feedback was being looked at by Kevin Waligorski. Bill asked what we were seeing. Neal said that the timeliness of tickets being turned in seemed to be the main issue. Kevin and Neal agree that it appears to be a specification enforcement issue more than a problem with the specification.

Ryan mentioned that tickets are delivered by the ton, but some projects measure these by the cubic yard and asked how this issue is handled on the project. Bill suggested that Kevin be invited to a future meeting to discuss e-ticketing items.

Future Business

- Stakeless Construction
- Drone Measurement
- TESC Plans
- Cost Escalation for Procurement Delays

Next Meeting Date – February 23, 2022