

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 20udXMIMkZtZWV0aW5nJTJGcmVnaXN0ZXIIMkZ0WmN0ZE95cXJUb3BIZFdnWF9iNHFPeG91MFM3QU5QSWRjNXUIM0Z1dG1fc291cmNIJTNEQWN0aXZlQ2FtcGFpZ24IMjZ1dG1fbWVkaXVtJTNEZW1haWwIMjZ1dG1fy29udGVudCUzREFHcyUyQINiYXR0bGUIMkJEaXN0cmIjdCUyQlJlcG9ydCUyNTNBjTJCRGlzdHJpY3QIMkZtZW1iZXJzJTJCJTJCbWVldGluZyUyNTJdTJCSmFuJTJCJTJCMTgIMkIIMjU3QyUyQIRheCUyQnBsYW5uaW5nJTJCYW5kJTJCcHJlcCUyQiUyNTdDJTJCV1NET1QIMkImaXNoLXBhc3NhZ2UIMkZtZWV0aW5nJTJCTI1N0MIMkJMZWdpc2xhdG12ZSUyQkh1ZGRsZXMIMkZzdGFydCUyQnRoaXMIMkZ3ZWVrJTI2dXRtX2NhbnBhaWduJTNEU0VBjTJCRGlzdHJpY3QIMkZSZXBvcnQIMkItJTJCSmFuJTJCTJCMTIIIMjUyQyUyQjIwMjI=&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



ROADWAY TEAM MINUTES

February 23, 2022

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
X	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
X	Mike Briggs	WSDOT	360-759-1302	briggsm@wsdot.wa.gov
	Bruce Chattin	WACA	206.571.3395	bchattin@washingtonconcrete.org
X	Jeff Daly	Nutter Corp.	360.907.9408	jeffdaly@nuttercorp.com
	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
X	Ryan Gilmore	Graham		ryan.gilmore@grahamus.com
	Dan Glover	Tucci & Sons	253.922.6676	dglover@tucciandsons.com
X	*Bill Grady	KLB Const.	425.355.7335	billg@klbconstruction.com
	Gil McNabb	WSDOT	206.440.4758	mcnabbg@wsdot.wa.gov
	Roger Palfenier	Totem Electric	253.722.2838	rogerp@totemelectric.com
	Brian Pearson	WSDOT	509.667.2881	pearsonb@wsdot.wa.gov
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	Joseph Rooney	Snohomish Co.		joseph.rooney@co.snohomish.wa.us
X	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
X	Larry Smith	Atkinson Const.	253-350-5814	larry.smith@atkn.com
X	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
	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
	Brian Whitehouse	WSDOT	360.412.3421	whitehb@wsdot.wa.gov
	Guests			
X	Kevin Waligorski	WSDOT	509-668-0711	waligok@wsdot.wa.gov

*Co-chair

Welcome and Review of Agenda

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

e-Ticketing Feedback

Kevin Waligorski, WSDOT HQ Construction, attended the meeting and gave an update on how e-Ticketing is progressing on WSDOT projects.

Kevin shared the survey results that were received from last construction season. There was a total of 78 responses, with 76 perceiving that e-Ticketing was a benefit to the project. Feedback from the inspectors was that they were not getting tickets on a daily basis in a timely manner, not all required data per specification was being included, and that there connectivity issues in the field.

Kevin shared with the Team that the e-Tickets must meet the requirements of Standard Specification 1-09.2(1) for what information must be on the eTicket, and that both the Project Office and Contractor need to make sure that e-Ticketing plan be submitted 30 days prior to the delivery of material per Standard Specification 1-09.2(1)A.

Kevin stated that e-Ticketing would be a training item within the WAPA training. Bill suggested that other than WAPA training, WSDOT should consider AGC training. Bill told Kevin that he could work with him on coordination of any AGC training.

Streambed Specifications

Neal shared with the Team that there have been different streambed specifications dealing with large woody structure (LWS), streambed gradation, temporary diversion, and general stream requirements, and these have varied between the projects. WSDOT is working on getting these standardized in the Standard Specifications. New section 8-30 will deal with streambed gradation, a new section 8-31 will deal with temporary stream diversion, which will include maintenance of fish blocks as a new bid item, and a new section 8-32 will deal with LWS.

Neal asked the Team to review these draft specifications that were emailed to the group and to have comments sent back to him prior to the next meeting.

Bill stated that one item he would like to see addressed is consistency on anchoring requirements. To date, this varies on WSDOT contracts. Neal responded that this is something that could be looked into.

TESC Plans

Neal shared with the group what he found out about the use of contractor provided TESC plans on WSDOT contracts. Based on review of various WSDOT manuals on guidance, there is no rule or regulation on who needs to develop the TESC plans for the contract. Just that there needed to be one. A Contractor design of the TESC plans is acceptable per these requirements.

Neal asked the group when would it make sense for WSDOT to put in full blown TESC plans, and when does it make sense for the Contractor to develop the TESC plans.

The Team responded that there should be at least a baseline plan to be able to give the Contractors as start on what the general concept is, and if they figure out different staging concepts, then they would be able to revise the TESC plans accordingly.

Neal stated that he would work with the ASDE's and other ASCE's on this issue.

Lump Sum Earthwork

Neal shared with the Team of what he found on how the LS Special Provision has been used on WSDOT contracts over the last 4 years. A total of 16 contracts, 4 being 2021, used lump sum earthwork. Out of the 16, all but 2 were fish passage contracts. For the 2 contracts, 1 was a slide project and the other was a small widening project. With the number of upcoming fish passage projects, it looks like the use of LS Earthwork will continue.

Neal stated that currently there is no specific guidance on the use of LS earthwork and that it is added to projects by Special Provision. Neal commented that Adding new guidance may only increase the use of a LS item.

The Team commented that the LS Earthwork would generally work for fish passage contracts, but that there should be a cap or limit on the amount of earthwork on a project where it is used.

Neal stated that he can start the discussions with WSDOT Project Development about providing guidance on the use of LS earthwork.

Drone Measurement

Neal asked the Team what everyone saw as the goal with this item.

Bill stated that it is related to Contract supplied electronic modeling. Bill suggested that a pilot project that implemented drone measurement would be a good idea. Feedback and lessons learned could be used in the development of future specifications.

Neal stated that the timing for a pilot project may be good right now with these types of earthwork projects that are coming up.

Cost escalation & procurement delays

Neal asked the Team if there was any new developments on either cost escalation or material procurement items.

Tyler stated that MMA is becoming harder to get due to the COVID-19 delays and manufacturer availability. Solvent low VOC paint is another item since on WSDOT QPL, there is only one supplier approved. This will possibly lead to a 6-month lead time to acquire material. Tyler asked if there a way to get the QPL approval process down from 2 years since there are other suppliers of this material that have been used in Alaska and California?

Neal stated that he would bring this issue up with Materials Office.

Bill stated that the concrete strike, once it is done, will have a large backlog of deliveries for the various projects. Bill also noted that fuel prices are out of control now, and things would only get worse with the Ukraine situation.

AGC/WSDOT Annual Meeting

Neal mentioned to the Team that this meeting will be a virtual meeting on April 20, 2022, from 12:30p to 4:30p. Neal also reminded the Team of the WSDOT Fish Passage presentation that will be held later this afternoon.

Lump Sum Bid Items

Neal asked the Team what bid items would they feel favorable at being Lump Sum items.

The Team responded with Landscaping and Clearing and Grubbing.

Future Business

- Stakeless Construction
- Earthwork for Roadside Feature
- Fish Barrier Utilities Relocations
- Striping
- Lump Sum Earthwork

Next Meeting Date – April 13, 2022

ROADWAY TEAM MINUTES

April 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
X	Mike Briggs	WSDOT	360-759-1302	briggsm@wsdot.wa.gov
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	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
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	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
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X	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
	Jason Streuli	Graham	425.508.2787	jasonstr@grahamus.com
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	Travis Walken	Granite	425.551.3152	travis.walken@gcinc.com
X	Brian Whitehouse	WSDOT	360.412.3421	whitehb@wsdot.wa.gov
	Guests			

*Co-chair

Welcome and Review of Agenda

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

Fish Passage Industry Event Feedback

Neal asked the Team for any feedback on this event held last month.

Overall, the Team thought the presentation was good. Those that attended noted that the OCOI topic was discussed at length, dominating the discussion to some degree. The Team liked the approach that WSDOT is taking to bundle sites into single projects. The Team also liked that WSDOT is now looking at both upstream and downstream barriers along the stream to aid in prioritizing of which barriers to remove.

Organizational Conflict of Interest Working Group

Neal shared with the Team that an OCOI Working Group has been developed and is collaborating on OCOI issues. With WSDOT and Industry utilizing the same Consultant pool for engineering services perceived conflicts are an issue. The group comprised of AGC/ACEC, non-ACEC and WSDOT have been working on revisions to the OCOI Manual in an effort to address these issues. Neal asked for any comments on the manual that the Team may have so that he can pass them to the group.

Bill commented on the appeals process. This a lengthy process and with bigger engineering firms acquiring smaller firms, there is more and more staff that can become potentially in conflict with a project. Can people who are working on the revision of the OCOI Manual be part of the appeal panel since they know the intent?

The Team commented that a fire-wall process between firms has been useful for other agencies. If a firm is selected that was involved, why can't we firewall those staff members that were involved so that we can use the other staff members within the firm? There were also questions from the Team about why the 1-year timeframe prior to issuing the RFQ is being used?

If anyone on the Team has specific comments that they want the OCOI Working Group to address, please get them these to Neal within the next two weeks. Neal will invite Art McCluskey to the next meeting to talk about the work the OCOI Working Group has been doing.

Large Woody Structure Anchoring

At the last meeting the Team brought up the potential to standardize LWS anchors. Neal researched LWS anchors and relayed to the Team that recommendations for the anchor type are made at the PHD stage and are based on stream forces which are then finalized in the FHD. Designers do try to minimize the use of anchors within the stream with a hierarchy of selections prior to getting to manmade anchors. According to Gabe Ng, HQ Hydraulics consultant, designers are trying to stay away from manmade anchors, but the anchor designs are based on the 100-yr flow models, so the specific designs are unique to the specific barrier site.

Neal shared with the Team that standard details were attached to the meeting invite for comments by the Team. If the Team has any comments on the specifications and/or standard details to please get them to him so that he can get this information to Gabe.

The Team stated that having standard details as a baseline would be preferred prior to bid time but understand that these may be modified based on the project site needs. The Team thought that a standard plan should be done for the hardware ties into boulders since these really should not change between different project sites. Joe noted that WSDOT details trickle down to the County level, and that a standard design is a good starting point. The Team also agreed that the drawings presented is a good start to getting designers to use a standard detail.

Steve stated that even though Gabe may come up with standards that the designer can use, it will still be up to the Environmental staff to make the final decision on what is to be used on a project. Neal responded that he would work with Steve to see if a standard anchor hardware design is feasible.

TESC Plans

Neal shared with the group Team what he found out with a deeper dive into this issue after the last meeting. There was a Design Memo from 2015, which is now retired, that clearly stated the WSDOT was responsible for the development of the TESC Plan. The Design Memo was incorporated into the various WSDOT manuals and it is clear that WSDOT is to do the TESC Plan. There are circumstances where a project doesn't require a TESC Plan. These would include projects with less than 2000 sf of added or replaced impervious surface down to base course or less than 7000 sf of disturbed soil.

The Team understood that it is WSDOT's responsibility to provide a baseline design and if the Contractor has a different approach to the project, then it is the Contractors responsibility to update/revise the TESC Plan as provided for in Section 8-01.

Neal stated that he will be working with Project Development to make sure that these plans are included in projects and will work with them to update standard language in the Plans Preparation Manual to reinforce the requirements of the Environmental and TESC Manuals.

Stake-less Construction

Neal stated that there was a GSP attached to the meeting invite which allows the Contractor to use stake-less construction methods if they choose to do so. WSDOT is not requiring the Contractor to do stake-less construction, but it gives the Contractor the option. The use of the GSP in contracts is optional.

Mark stated that his office has been using this GSP for several years, and the contractors use several different systems. His office supplies the topography, cross-section and dtm files to the contractor so that the contractor can refine and use the data.

Bill stated that he supports an effort in getting the GSP in more projects. Neal responded that this GSP goes with the Contractor Survey – Roadway GSP, so it would be difficult to make it standard specification but agreed that the GSP instructions for use should be updated to encourage use. Neal will also review the merits of adding the stake-less GSP to the Contractor Survey – Roadway GSP.

Team members gave their experience in using machine grade control where it resulted in getting grading work completed faster than having the project owner or Contractor doing staking. Team members asked if there is a way to compensate the contractor, especially smaller contractors, for these added costs in implement stake-less construction. Neal responded that this GSP is tied to the Contractor Survey – Roadway GSP which is its own bid item. The stake-less GSP is an opt-

in for the Contractor, so they would bid the work accordingly as part of Contractor Survey – Roadway item.

Everyone agreed that the existing GSP needs to be updated as it was written in 2008. Neal will work with Mark and Bill on that.

Low VOC Solvent Based Paint

Neal stated that WSDOT recognizes the importance of using Low VOC solvent-based paint as an important tool for late season striping. Neal reported to the Team that the current standard specifications (9-34.7(1)) allow manufactures to submit the material by the RAM process with existing test decks or with successful use of a product in five other States. If the material, as mentioned in past meetings, is being used in other states such as Alaska, Oregon, Idaho, etc., then it would appear that the manufacturers potentially have fulfilled the required test deck that WSDOT requires. Neal noted that WSDOT cannot force the manufacturers to submit their products and supply this information. If they do submit by way of the RAM process and meet the spec book requirements on the RAM submittal, then those manufacturers would be very close to the next step of getting product onto the QPL.

For the RAM submittal, the Team asked if there is a way to get the review timeframe down. Mark stated that the AGC Admin Team is looking into this issue, but currently this is considered a Type 3 working drawing which has a 30 calendar days review time. Neal stated that he has communicated the potential supply issues for Low VOC solvent-based paint and would help to push for a quick review.

Wet Reflective Striping Pilot Update

This topic was discussed last Spring. WSDOT has now secured funding for the pilot. WSDOT is looking for several 100 miles in different locations with documented runoff the road incidents to compare between installing wet reflective striping and not installing the striping to see if there is an improvement. WSDOT will be using State Forces to perform the work instead of putting the work into a contract.

Lump Sum Bid Items

Neal asked that Team if there were any standard items that they would like to see as lump sum bid items.

Bill asked if this agenda item could be a more detailed discussion at the next meeting. The standard item list that was sent still needs to be looked at.

Neal stated to the Team that this topic will be on the agenda for the next meeting and that he will invite Chris Tams to the meeting to discuss the status of his work with the AGC Admin Team on when to use LS Traffic Control.

Streambed Specifications Feedback

Neal stated to the Team that these specifications were attached to the last meeting and that he had received comments from Bill. If the team has any comments, please send them to him in the next couple of weeks.

Cost escalation & procurement delays

Neal asked the Team if there are any new developments on either cost escalation or material procurement items other than the Low VOC material mentioned above.

Dan mentioned that ductile iron pipe material over 20” in diameter is now a 24–30-week lead time, with even small diameters having a lead time of 10+ weeks. Bill added that suppliers are now charging the price of the material at the time of delivery instead at the time of order which is causing material costs to be unpredictable. Tyler mentioned that this is the same approach suppliers of pavement marking materials are using.

The Team asked if there has been any discussion at WSDOT about a generic material escalation cost bid item. Say if costs increases are greater than 10-15%. Neal responded that there is discussion at the AGC Admin Team about expanding escalation clauses, but he was not aware of a generic clause.

The Team mentioned that with inflation hitting material costs fast, it very important that PE’s execute change orders as fast as possible as prices can increase greatly while the change order is being processed. Neal will pass on this information.

Ryan mentioned that VBE and SBE small subcontractors will be having challenges with inflation because they are sometimes bidding on items of work that may be a year out.

Future Business

- Earthwork for Roadside Feature
- Fish Barrier Utilities Relocations
- Lump Sum Earthwork
- OCOI Updates

Next Meeting Date – June 8, 2022