



ROADWAY TEAM MINUTES

February 23, 2023

**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
X	Jeremy Deemer	Granite	360.570.5505	Jeremy.deemer@gcinc.com
X	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
	Dan Glover	Tucci & Sons	253.922.6676	dglover@tucciandsons.com
X	*Bill Grady	KLB Const.	425.355.7335	billg@klbconstruction.com
	Jon Harris	Graham		Jon.harris@grahamus.com
X	Justin Massie	Tapani Inc.		
	Tyler Pierce	SPM NW	253.321.3193 ext 302	tylerpierce@spmnw.com
	Ron Reilly	Doolittle Const. LLC	206.510.9203	rreilly@doolittlellc.com
X	John Romero	WSDOT	360.705.7824	romeroj@wsdot.wa.gov
X	Joseph Rooney	Snohomish Co.		joseph.rooney@co.snohomish.wa.us
	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
X	*Neal Uhlmeyer	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
X	Casey Fraisure	WSDOT		Fraisuc@wsdot.wa.gov
	Guests			
	Jeannie McCully	WSDOT		mccullj@wsdot.wa.gov

*Co-chair

Welcome and Review of Agenda

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

RCA Environmental

Jeannie McCully, HQ Environmental Office, gave an update on WSDOT's effort with WSDOE about the use of RCA.

- February 2022, WSDOE was provided WSDOT's position paper that outlined the regulatory and environmental challenges in WSDOT use of RCA.
 - Highlighting inconsistent permit conditions and requirements.
- May 2022, WSDOT and WSDOE met with SME's from both agencies focusing on developing clear and consistent compliance requirements.
 - One of the outcomes is an agreement document, still in a working draft, between the two agencies.
- WSDOT is developing a workflow document for determining when it is better to use RCA on projects.

Jeannie highlighted that the focus of the agreement is on the use of RCA near water bodies with primary focus on pH issues.

Neal asked Jeannie about the local agency municipalities resistance to the use of RCA. Jeannie responded that both WSDOT and WSDOE believe that this agreement that is being worked on will help those municipalities accept the use of RCA on projects. The Team responded that there are a few local agencies that are against the use of RCA.

Streambed Sediment

Neal informed the Team of his discussion with Julie Heilman, HQ Hydraulics, in making the Standard Specification requirements for this material to be more stabilized without varying from year to year. Neal stated that the 2024 Standard Specification book should be that last development and that the mix components that they would be seeing on projects this year with be what is in the 2024 book.

On the issue of field mixing, Neal informed the team that in his talks with Julie, the mixing ratios are related to the permit conditions and such, the ratios should not be changing. Because past projects have run into issues with the visual acceptance of the material, Julie can have a WSDOT representative from the Hydraulics Office available to verify the mix at initial mixing (not a test section) to get more consistent acceptance.

The Team responded that it is not WSDOT staff they are having issues with, it is 3rd party involvement (tribe) that is changing the visual acceptance of the material. The Team feels that if there are changes to the material after the fact then there should be a payment mechanism to compensate for this change. Another example was resistance when trying to use existing native on site material.

Neal asked the Team for specific project/contract examples so that he could share with Julie.

Pits/Electronic Ticketing Survey

Bill discussed e-tickets use for pits. Out of the seven pits they use, 4 are stellar in the use of e-tickets and the other 3 are not. Bill asked the group what they are seeing.

- Neal mentioned that WSDOT is moving toward a portal system that would accept many different types of e-tickets.
- Jeremy stated that being a supplier there hasn't been an issue, but purchasing from other vendors has been an issue. WSDOT's approach to a portal system is a good idea.

Bill asked WSDOT if they have seen an e-ticket format from a pit that they like that was compatible with Unifier. Mark responded that concrete supplies have adapted well to this requirement, but that aggregate suppliers are still behind to these new requirements.

Bill asked the group about the Scaleman's Reports, are groups being asked to bring these back? Neal responded that WSDOT eliminated of this requirement in the Standard Specifications but will talk to Kevin Waligorski about this item.

Drone Survey

Neal stated that WSDOT polled other DOT's about their drone specifications and received 10-12 responses. The poll showed there wasn't anyone that was out in front with their specifications on how drone survey would be used within a contract. In further discussion with Jon Keeth and Jon Deffenbacher, there is a feeling that there would still be some type of verification from WSDOT in respect to the drone measurements.

Neal asked the Team if there have been any other projects, other than the Eastern Region, for the use of drones to determine final quantities.

- Mark responded that they use the final surface based on the initial and final cross sections per the Standard Specifications.
- Jeff responded that there have been times using drones that the quantities have been off by 3,000-4,000 cy, for a 100,000 cy project, when comparing the drone surface to the design surface and hasn't seen a good drone survey that would get you the accuracy of a qualified ground survey.

Bill asked Neal if there is a way to allow interim embankment work materials to be paid using drone surveys. Neal responded that PE's have some flexibility on what they can use to determine progress payments in the existing specifications.

ADA Survey

Neal discussed that WSDOT has developed new program for the Contractor to survey installed ADA ramps. The new program is to have the Contractor check the ramp for compliance, witnessed by a WSDOT inspector, and then log whether the ramp is compliant or non-compliant in the updated form (Neal showed form to the Team). The new form doesn't require all of the slope information requirements, just documents the latitude and longitude and whether the ADA ramp is compliant or non-compliant.

Neal also stated that there is a GSP being developed for this new program and that he would share it with the Team once it is ready for review.

Steve asked if this new form has been discussed with local agencies to get their acceptance of this form.

- Joseph stated, speaking for Snohomish County, they do not use WSDOT's forms to validate ADA compliance for their ramps. They have their own process.

Cost escalation & procurement delays

Bill stated the Build America Buy America (BABA) requirements for temporary items such as t-posts, silt fence and barrier fence is facing push back from suppliers that cannot supply this type of material. Bill asked WSDOT if they could provide a waiver for these types of items as other states have. Neal said that WSDOT's interpretation of the law does not allow for items that are consumed by the project to be considered temporary. Neal will look into waivers granted to other states.

Mark responded that there is a WSDOT fill-in GSP for excluding temporary materials. Neal stated that he will check into this GSP further about what can be excluded from the BABA requirements. Neal noted that the GSP needs to be filled in conjunction with the guidance provided in the BABA Construction Bulletin and be compliant with the law.

Bill told the group that pipe material is getting better for supply, but that the price is higher. There is still a difficulty in acquiring ductile pipe.

Neal asked the group about the new carbon law. Did the predicted \$0.54/gallon occur?

- Jeff responded that is more around \$0.40/gallon, a 12-13% price increase.

Future Business

Need ideas from the Team. Only items for future business are as follows:

- Landscape Maintenance and Restoration
- Fish Passage LWS Anchor Hardware
- Constructability Reviews

Next Meeting Date

Next Meeting April 13, 2023 (Thursday)



ROADWAY TEAM MINUTES

April 13, 2023

Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
	Mike Briggs	WSDOT	360-759-1302	briggsm@wsdot.wa.gov
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X	Pete Corley	WSDOT	509.324.6238	corlep@wsdot.wa.gov
X	Jeff Daly	Nutter Corp.	360.907.9408	jeffdaly@nuttercorp.com
X	Jeremy Deemer	Granite	360.570.5505	Jeremy.deemer@gcinc.com
	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
X	Casey Fraisure	WSDOT	360.412.3422	Fraisuc@wsdot.wa.gov
	Dan Glover	Tucci & Sons	253.922.6676	dglover@tucciandsons.com
X	*Bill Grady	KLB Const.	425.355.7335	billg@klbconstruction.com
X	Jon Harris	Graham		Jon.harris@grahamus.com
X	Justin Massie	Tapani Inc.	360.907.8640	justinm@tapani.com
	Tyler Pierce	SPM NW	253.321.3193 ext 302	tylerpierce@spmnw.com
	Ron Reilly	Doolittle Const. LLC	206.510.9203	rreilly@doolittlellc.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
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	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
X	*Neal Uhlmeier	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Guests			

*Co-chair

Welcome and Review of Agenda

Neal welcomed the Team and reviewed the agenda. Introductions were made by all.

Build America/Buy America Update

Neal discussed with the Team about additional items being added to the exempt list, most of which deal with erosion control items since these are temporary. The BABA materials spreadsheet was sent to the group in an email send earlier.

Neal stated that the instructions for the current GSP, for exempt items, are not intended to give the designer a green light to exempt whatever they want. The designers are required to know the BABA law requirements.

Bill asked the Team how this is being managed on Design-Build projects?

- Larry responded that this could be challenging since it is the designers are the ones that are determining what is potentially exempt for the project.
- Neal responded that yes, the designers are the ones writing what is exempt, but that they need to be following the BABA law requirements.

There was a discussion on the draft BABA materials spreadsheet and that there were confusing entries into the spreadsheet for some of the section headings. The Team asked Neal if he could have the spreadsheet clarified/revised to better detail what material is exempt.

Design Build Fuel Cost Adjustment

Neal discussed the direction WSDOT is looking at to adding Fuel Cost Adjustment language to Design-Build projects that includes an opt-in clause. There are three methods that the DB group is looking at:

1. Percent of Cost Method
2. Invoice Method
3. Specified Total Fuel Method

Neal stated that WSDOT is leaning to the third option.

The Team replied that they like the third option and would prefer to be the ones selecting the Total Fuel and allocation schedule. Also, the Team stated that they would like to see an opt-in clause in DBB projects.

Lean Concrete

Neal informed the Team that HQ Construction is working on a better description of Lean Concrete that will allow more use of this material on projects.

Neal sent the Team the draft specifications in an earlier email and asked the Team to review and send him their comments.

Streambed Materials / LWS Anchor Hardware Update

Neal informed the Team that he met with HQ Hydraulics about the review/inspection of streambed material and stressed to them the Teams concerns about having material changed onsite after it was approved during the initial mixing offsite.

Neal stated that HQ Hydraulics agrees that this should not happen and that they offered to be available be onsite during the initial mixing of these materials.

Neal informed the Team that Streambed material will now have its own section in the upcoming Standard Specifications so that it will be more consistent on future projects. Also, the Construction Manual will be worked on to describe how to administer this work and what to do if changes to the mixing occur after the acceptance of the initial mixing. The Team suggested that designating who could make these changes would be helpful.

The Team asked if it would be possible to have a force account item that would address changes to the mix after the initial acceptance. Neal stated that he would work with HQ Construction staff on how this bid item might work.

Neal then discussed the updates to the LWS Anchor Hardware. HQ Hydraulics is gathering all of these details and is getting rid of outdated applications and are in the process of developing new drawing details that will be more standardized for the designers to use. These will not be Standard Plans but will be standard drawings that will consist of guidance from the Plans Preparation Manual on their use. Neal has asked that material type be addressed in the drawings.

Structure Exc. Class B

Bill discussed issues with Structure Exc. Cl. B and the requirements related to shoring adjacent to lanes. The Team agreed to take a better look at Section 2-09. Bill requested to have the Team develop a small group to discuss this issue in further detail. Bill, Neal, Jeremy, Pete, and Joseph volunteered to be part of this group to review the WAC's and specification language. Neal asked Bill to forward him his Structure Exc. Cl. B write up that Bill was using as a reference to this discussion.

Cost escalation & procurement delays

The Team responded that pipe and lumber materials have stabilized, but that fuel costs are continuing to fluctuate in a crazy manner.

Electrical and ITS custom components are now having long lead times and are taking up to 12-14 months to procure.

Concrete box culverts are taking 6 months to procure.

Future Business

Need ideas from the Team.

- Landscape Maintenance and Restoration
- Constructability Reviews

Next Meeting Date

Next Meeting May/June, 2023 (Thursday) - TBD



ROADWAY TEAM MINUTES

May 18, 2023

Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
X	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
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	Casey Fraisure	WSDOT	360.412.3422	Fraisuc@wsdot.wa.gov
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	Tyler Pierce	SPM NW	253.321.3193 ext 302	tylerpierce@spmnh.com
	Ron Reilly	Doolittle Const. LLC	206.510.9203	rreilly@doolittlellc.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
X	*Neal Uhlmeier	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Guests			
X	Tony Leingang	WSDOT	360.709.8002	leingaa@wsdot.wa.gov

*Co-chair

Welcome and Review of Agenda

Neal welcomed the Team and reviewed the agenda. Introductions were made by all.

Speed Safety Camera Systems

Tony Leingang, WSDOT State ITS Operations Engineer, gave a presentation on Speed Safety Camera Systems (SSCS). The Governor signed the bill, ESSB 5272, into law on April 4, 2023.

WSDOT is responsible to make rules on how to implement on projects, and WSP is responsible to make rules on how to manage law enforcement activities on issuing infractions. Next steps are to develop:

- Criteria for when and where to deploy SSCS
- Develop RFP to hire a vendor for the SSCS

WSDOT is currently at the rule making stage with the need to implement the program by July 1, 2024. WSDOT is only allowed to administer SSCS for 2080 hours for the 7/1/24 to 6/30/25 timeframe.

Neal asked who would be actually on the ground once the program is implemented? Will this be the vendor or WSDOT staff? Tony responded that it would be the vendor who would drive the vehicle to the job site and confirm that workers are present. Law requires that signs are installed informing drivers that automated speed enforcement is being used and requires that speed display signs are installed informing drivers of their speeds.

Tony told the Team that they are still working on what the speed over the posted speed triggers a ticket. PennDOT uses 11 mph over and this maybe what WSDOT uses. The Team responded that they think this is too high and needs to be at a lower speed.

Tony told the Team that the law requires performance reporting back to the Legislature about the effectiveness of the SSCS. The goal is not to create speed traps but to slow drivers down within work zones. The Team responded that they are happy to see that SSCS are in the process of being implemented.

The Team asked Tony if WSDOT is now able to use blue lights on vehicles. Tony clarified that the law now allows blue lights on tow trucks for active responses on the highway, and that WSDOT Incident Response crews have tow trucks in their inventory. Last year the law was revised to allow blue lights on Fire Trucks.

Buried Structures Standard Plans

Neal sent the Team the plans in an earlier email for review and comments.

Neal asked the Team to send him their comments before the June 2, 2023, deadline so that he could compile them and send to BSO.

Neal informed the Team that three-sided structures are still under development.

Light Weight Fill Feedback

Neal sent the Team the draft GSP in an earlier email for review and comments.

Bill stated that the details in the contract plans really do not work when you need to cut the geofoam around drainage pipes. He would like to see if this item can be added to the Construction Requirements to address, and maybe also include this as an item that needs to be discussed at the Preconstruction Meeting. Bill also stated that it appears that the use of hog fuel as light weight fill is no longer allowed.

Neal asked the Team to send him comments soon since the deadline for GSP updates is June 1, 2023.

Lean Concrete Feedback

Neal asked the Team if there was any feedback on the draft specification that was sent to them. Some of the Team members responded that they are still waiting on their resources to respond.

Structure Exc. Class B Subcommittee

Neal and Bill informed the Team that the Subcommittee, consisting of Joseph, Jeremy, Pete, Neal and Bill, met earlier this week to discuss changes to 2-09 related to trench boxes.

Items discussed at this Subcommittee meeting were:

- Looking at reducing information needed for Class B Type 2E working drawings.
- Revisions to eliminate discussion on who can approve trench box design.
- Allowing trench boxes that are advanced as excavation occurs for excavations adjacent to traffic.
- Need to define “adjacent traffic”

Streambed Materials / LWS Anchor Hardware Update

Neal informed the Team that he is working on getting language into the Construction Manual to give inspectors directions on what to do if changes in the streambed material is needed. Since specific projects have not been identified by the Team, HQ Construction is reluctant to develop new bid items to address changes. Bill requested to have one more try to get specific project information from Bruce from Aggregate Association with a deadline of supplying this information by June 15, 2023.

Neal stated that with the new specifications better defining the components of the streambed material, it will just be the mixing of the components to get to the contract specified ratios. The components will now be more uniform moving forward on fish passage projects.

The Team asked Neal if he has heard that the tribes are starting to request more native material being used in the streambed material. This is being done more on the fly during construction and not during the design phase. Neal responded that he has not heard of this happening but will ask.

Neal stated that he had nothing to report on about the Anchor Hardware updates other than that they will be standard drawings with directions in the Plans Preparation Manual on how to include them in the contract plans.

Cost escalation & procurement delays

Wood poles, all lengths, are now having a longer lead time. Typically, it was 6 weeks, but now is up to 10-12 weeks. Poles usually available from Canada are not happening now and could be related to their forest fires.

Electrical components are now having long lead times and are taking up to 12-14 months to procure.

Ductile iron pipe 16" diam. and greater are taking 16-20 weeks to procure. Gate and butterfly valves are now taking longer than 20 weeks.

ADS pipe, PVC pipe, lumber (other than poles) has levelled off in price and lead times are back to typical lead times.

Future Business

Need ideas from the Team.

- Landscape Maintenance and Restoration
- Constructability Reviews

Next Meeting Date

Next Meeting September 21, 2023 – In person.

ROADWAY TEAM MINUTES

September 21, 2023

Teams Meeting
8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
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	Terry Drochak	WSDOT	360.705.7405	drochT@wsdot.wa.gov
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	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
X	*Neal Uhlmeier	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Guests			
X	Kevin Waligorski	WSDOT		
X	Ken Burch	WSDOT		
X	Tim Moeckel	WSDOT		
X	Ron Petersen	Petersen Brothers	253-863-8136	ron@petersenbrothers.com
X	Matt McDaniel	Pavement Surface Control		matt@pavementsurface.com

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*Co-chair

Welcome and Review of Agenda

Neal welcomed the Team and reviewed the agenda. Introductions were made by all.

Type F Barrier

The Team revisited the WSDOT/Industry transition from Type 2 Barrier to Type F Barrier for temporary applications last discussed in 2019. Ron Petersen (Petersen Bros) and Matt McDaniel (Pavement Surface Control) were on hand to brief the Team on how the transition is progressing. Ron and Matt stated that WSDOT's plan to continue to allow Type 2 for temporary applications until the life cycle of existing Type 2 was utilized and more Type F was available for temporary applications was not being followed. They are seeing many projects requiring the use Type F barrier for temporary applications beyond what is stated in the barrier GSP that suggests that temporary Type F can be required for projects with 1000 feet or less. This is creating issues for industry in being able to meet the demand as well as using up existing Type 2 inventory.

Tim Moeckel (WSDOT – HQ Design) responded that WSDOT still allows Type 2 to be used as temporary barrier so that suppliers can get the use out of current inventory. This was the reason for the development of a GSP limiting the use of Type F barrier for projects with small quantities (under 1000 l.f.). Matt responded that the intent of the GSP is not being uniformly applied and that large quantities of Type F are being required in contracts.

The Team also discussed the demand for Type F scupper barrier and if Type 2 scupper barrier was acceptable. Tim stated that he will look into the use of Type 2 scupper and will report back to Neal.

The Team asked Tim to recap why WSDOT moved to Type F barrier requirements. Tim responded that in 2019 it was a FHWA requirement that barrier must be MASH compliant. Type F is, but Type 2 is not. FHWA did give WSDOT the ability to use Type 2 barrier for temporary use only so that existing inventory of Type 2 could be used.

Neal will work with HQ Construction and HQ Design on how to communicate to designers the intent of the phased approach and that Type 2 in temporary locations is acceptable. The Team will revisit this topic.

e-Ticket Update

Kevin Waligorski, HQ Construction, presented on WSDOT's partnership with HaulHub and the portal system that has been created that can be used by both contractors and their suppliers, free of charge on WSDOT projects, for this year and 2024. Although there is no cost to the suppliers, there may be some integration costs associated with the suppliers existing system. Contractors and suppliers can sign up of this webpage created by WSDOT:

<https://www.haulhub.com/washington-statedot/>

This is a voluntary system, but WSDOT will be reviewing next year to see if this will become a required contract item.

The Team asked if this was going to be implemented on Local Agency projects. Kevin responded that this is only for WSDOT projects.

The Team asked about small suppliers who do not have an existing electronic system. Kevin responded that with this agreement between HaulHub and WSDOT, HaulHub will install their electronic system for free of charge for use on WSDOT projects.

The Team then asked if the Project Offices have to download the HaulHub data or does HaulHub store it for them? Kevin responded that HaulHub does store the data, but doesn't know for how long at this time. Kevin stated that Cecilia McNeil-Hardwick at WSDOT is leading this development effort and is available for additional questions.

Buried Structures Standard Plans

Neal reported to the Team that the split-box standard plans will be release with the October 2023 Standard Plan updates. The 3-sided structures will be release 1-2 months later.

Neal reported to the Team that there were some review comments that were submitted, and he has clarifications on those.

- The 10'-0" dimension is a hard dimension that was required to set how the standard plan was developed for the footing parameters.
- Note 6, associated with backfill, relates to the zone of influence. This doesn't mean that the excavated slope has to be a 2:1 backslope, it is just defined what the zone of influence area is. Designers will define this in the contract plans.

2023/2024 Team Planning

Bill reported to the Team his recent discussion with industry members on what they would like this team to look into over the next year.

- Follow up on previous topics:
 - Recycled concrete aggregate
 - Drone survey
 - Structure Ex. Cl. B
 - Use of Unifier
 - Concrete Pavement Payment
 - Streambed Material
- Upcoming Year, potential discussion items such as:
 - Bonus items for reusing existing materials (grindings or CSBC on projects)
 - Incorporating recycle CSBC on the QPL to encourage use
 - Understanding on WSDOT decides to implement consultants onto their staff to support PE/APE roles
 - OMBE process in WSDOT because industry feels this will be leading to more GFE's
 - Post Construction Steam Monitoring and getting the group back to this meeting to discuss their reviews/lessons learned to help with warranty issues
 - Getting test strip back on projects to help with HMA testing
 - Discuss Other Traffic Control on how/when it is paid
- Request to add an Electrician and Guardrail person from both industry and WSDOT to this Team for future meetings

Partnership in Excellence Awards

Neal reported to the Team that applications are now being accepted. The application has been simplified to encourage more submittals and projects do not need to be physically complete, just the majority of the major work completed.

Cost escalation & procurement delays

Electrical items such as cabinets and poles are having long lead times. Some plastic pipes sizes are getting hard to procure at this moment.

Future Business

- Section 2-09 Class B Shoring
- Unifier Update
- Constructability Reviews

Next Meeting Date

November 9, 2023 8:30a – 10:30a, virtual Teams meeting

ROADWAY TEAM MINUTES

November 9, 2023

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
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	Guests			
	Channing Syms	WSDOT – HQ Hydraulics		
	Ron Peterson	Peterson Bros.		
	Matt McDaniel	Pavement Surface Control		

*Co-chair

Welcome and Review of Agenda

Neal welcomed the Team and reviewed the agenda. Introductions were made by all.

Post Construction Steam Monitoring for Fish Passage

Channing Syms, HQ Hydraulics, attended the meeting and discussed his crews process for monitoring a completed fish passage replacement stream beds. Crews are looking at the stream channel for any signs of subsurface flow along the established profile of the stream. Issues of subsurface flow has been the reason why the streambed sediment mix has changed over time.,

Typically, there is no issues found with the structure location. Tweaks and changes to the bed is done with his crew. This is usually done by adding material to what was shown in the contract. During initial test installation, his crew is on site to make sure the contractor's installation process is correct, and if done correctly. Contractors should focus on placing the streambed material so that they are meeting the specification requirements of the 30 gallons per minute of flow.

The Team asked about the mixing of streambed aggregates and gaining acceptance. In the Teams experience, mixing of the sediment mix at the plant is accepted, but then it is changed on the project site. Channing responded that this occurs because the look of the accepted mix at the plant is different from what arrives on the job site. Need to keep the mixing process the same at the plant and on site.

The Team then stated that it seems that WSDOT wants to move away from existing material on site to the sediment mix design. Channing responded that usually it is an issue with finding an area on site to stockpile the material and that the existing material typically gets contaminated from the excavation and handling. This is generally why there is a need for the streambed sediment mix to be brought in. The Team responded that WSDOT should be informing inspectors to allow native material to be used if it meets the sediment requirements.

Streambed Sediment / LWM Anchors Update

Channing discussed the streambed sediment of the 8-30 specification, and that the gradation is called out and this is what HQ Material analyzes when looking at the submitted RAM. In the specification, it allows the Engineer to accept the material if it is close to the required gradation. This is where the Engineer should be contacting Headquarters Hydraulics to see if the material can be accepted.

Channing discussed that changes in the field related to streambed material or cobbles are done by WSDOT staff, not the co-managers. If Contractors are asked to make changes they should contact the WSDOT engineer.

The Team asked Channing what industry could do better for the streambed material. Channing responded that they should get the suppliers of the material on board with the correct material prior to construction starting. Industry should also make sure that the crews know what the material is supposed to look like at the pre-mix acceptance so that they can confirm it at the project site.

Channing told the Team for LWM anchors, no more galvanized material is to be used. If you see it in the plans, bring it up to the Engineer and request a change order. These need to be stainless steel.

The Team asked Channing if there have been any issues with tree sizes and availability. Channing responded that the larger trees, greater 30" diameter are becoming hard to find. This may start designers needing to bundle smaller tree diameters to get the needed stability. Channing also stated that trees should only be rejected if they are really beat up with large amounts of damage to the bark. It is understood that some minor damage of the bark will occur when using an excavator to move and place the LWM. Channing stated that his team is also looking out for designs that are requiring LWM with root wads with limbs in the 15' bottom limit. The issue is that certain diameter trees do not have limbs within the 15' limit.

Bill suggested that a workshop outreach for all (Co-Managers, inspectors, contractor workers, etc) be developed to see the process for streambed construction as a requirement of DB contracts. Neal responded that he will discuss that possibility.

Neal provided a recap of agenda item:

- Streambed Aggregate
 - 2024 Standard Specifications has a new 8-30 section for Water Crossings.
 - No more special provision.
 - Individual material specs are in Division 9 of the 2024 book.
 - New Construction Manual chapter covering Water Crossings:
 - Describes approval process.
 - If changes to the accepted blended material are requested, the HQ Hydraulic Office must be consulted to evaluate the request before changes are made.
 - Additional grading item is not intended for remixing accepted blended material. Remixing of accepted blended material is added work by change order.
- LWM Anchoring Hardware
 - WSDOT HQ Hydraulics is developing details for hardware (eyebolts and cable)
 - Plans Prep Manual will be cleaned up to eliminate old details. Changes will be communicated to designers.
 - WSDOT will share draft GSP and details with Team prior to publishing.

Temporary Barrier Type 2/Type 2 Scupper

Neal reported to the Team that per HQ Design, allowing Type 2 barrier to be used in temporary installations is allowed until 2030. A GSP was developed for projects that need less than 1000 lf of temporary barrier would be required to use Type F barrier. HQ Design and Construction recognizes that this hasn't been fully implemented by designers since they are still requiring Type F barrier for larger quantities, which is not the intent as discussed back in 2019. Neal stated that he is working with HQ Design to develop better guidance to designers to reinforce the intent.

Neal reported to the Team about the use of Type 2 or Type F barrier with scuppers. The use of Type 2 scuppers may be used on a case-by-case basis according to HQ Design. If approved for use based on design needs, temporary Type 2 barrier with scuppers can only be used on projects where it is in place for less than a year. If the project needs it to be in place longer than a year, then Type F scupper barrier must be used.

New Mobile Barrier/Zipper Barrier GSP's

John discussed these two draft GSP's that he would like the Team to look at and provide comments back to him by the first week of December. The focus area he would like the Team to look at is the measurement and payment portions of both GSP's.

Wire Theft Standard Plan J-40.01-00

The Team stated that wire theft is still a big issue on projects, with more thieves actually taking straight from the contractors wire bundles.

Neal reported to the Team that there is an issue with the collars according to Jared. Jared stated that he would like to see an allowance for a grade break to address on-site differences as shown on the standard plan. Neal responded that the HQ Traffic Office is working on this detail to allow a grade break. Neal asked Jared to markup the standard plan to show what he is looking for in a revision.

Structure Ex. Class B Shoring

Neal asked the Team to defer this item to the next meeting. Neal will get the sub-committee group back together to discuss.

Neal discussed what he is working on with the HQ Geotech group. Looking at reducing information needed for Class B Type 2E working drawings, revisions to eliminate the discussion on who can approve trench box design, allowing trench boxes that advanced as excavation occurs for excavations, and better defining what "adjacent to traffic" means.

Cost escalation & procurement delays

Electrical related items are running longer on procurement. Taking up to 11 months to get poles.

Future Business

- Section 2-09 Class B Shoring
- Unifier Update
- Constructability Reviews

Next Meeting Date

January 11, 2024, 8:30a – 10:30a, virtual Teams meeting