

ROADWAY TEAM MINUTES

February 8, 2024

Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
	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	Pete Corley	WSDOT	509.324.6238	corlepk@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
X	Dan Glover	Tucci & Sons	253.922.6676	dglover@tucciandsons.com
	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
X	Jon Harris	Graham	425.240.0069	Jon.harris@grahamus.com
X	Brenden Johnson	KLB Const.		brendenj@klbconstruction.com
X	Dan Nelson	Tucci & Sons		ODN@tucciandsons.com
	Tyler Pierce	SPM NW	253.321.3193	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.	425.330.6668	joseph.rooney@co.snohomish.wa.us
X	Jerome Sarkinen	Tapani Inc.	360.907.7615	jeromes@tapani.com
X	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
X	*Larry Smith	Atkinson Const.	253.350.5814	larry.smith@atkn.com
	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
X	*Neal Uhlmeyer	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Guests			
	Channing Syms	WSDOT – HQ Hydraulics	360.705.6839	symsjc@wsdot.wa.gov
	Wendy Stroschein	WSDOT – HQ Construction	360.705.7832	stroschw@wsdot.wa.gov
	Cecilia Hardwick	WSDOT – HQ Construction	360.768.7177	mneilc@wsdot.wa.gov
	Gregg Storey	WSDOT – HQ PMRS	509.323.8421	storyg@wsdot.wa.gov
	Chris Gross	WSDOT – HQ PMRS	360.705.7149	grossc@wsdot.wa.gov

*Co-chair

Welcome and Review of Agenda

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

Unifier Update and e-Construction

Wendy Stroschein, HQ Construction Admin, attended the meeting and discussed Unifier updates and planned enhancements for the 2023-2024 construction season. In 2023, updates included Survey Request, Surveyor's Daily Reports, Street Inspector IDR's and 72+ minor enhancements. For 2024, planned enhancements to include Request to Sublet, Force Account, Prime Contractor access to both FNR's and ROM, and Non-Compliance and Conformance reporting. Wendy stated that her team is always looking for feedback from industry on how to improve their use of Unifier.

The Team asked if Unifier would be opened up to all subcontractors on a project so that they can supply their large submittals. Wendy stated that Unifier is not currently open to subcontractors. Larry asked if there could be a process where the subcontractor submits information, but it would need to be approved by the Prime prior to full submission to the Project Office. Wendy and Neal responded that this would need to be discussed internally to address concerns.

The Team asked about how Contractor access to FNR's would work. Gregg Storey, HQ PMRS, responded that the FNR would not be available to the Contractor until the FNR is finalized by the Project Office. The Contractor would then have read only access to all finalized FNR's.

Wendy then discussed the Phase II for e-Construction. For the 2024-2025 season, WSDOT is working on replacement projects for eBidding, Mats Lab Testing (Tester Qualifications, MATS, SAM), e-Ticketing, and modernizing the Design Build process to use Unifier.

The Team expressed concerns to Wendy about having to use multiple systems on DB projects if Unifier use is required but is open to seeing how things will work.

Wendy then mentioned that her team has developed training for Contractors for the use of Unifier. Contractors must establish a SAW account and submit the Unifier Access Request form (WSDOT Form 134-092) to e-ConstructionSupport@wsdot.wa.gov. Once the form is submitted, the Contractor will receive a Welcome to Unifier email with instructions on how to access the training.

Chris Gross, HQ PDMS, mentioned that in the Welcome to Unifier email there is a section talking about adding the Unifier Whatfix extension to their web browser for easier access to interactive guides and instructions within the Unifier application.

Wendy supplied the presentation to Neal so that it can be shared with the Team.

New e-Ticketing Specifications

Cecilia McNeil-Hardwick, HQ Construction Admin, presented the status of e-Ticketing for WSDOT projects. HaulHub portal was the pilot in 2023 that was used at no cost to the contractor for HMA ticketing. This was a universal system that works for all suppliers. In 2023, approximately 7,000 tickets were received thru the portal.

Cecilia informed that Team of a new 2024 GSP that requires the HaulHub portal to be used on all projects that will have HMA tickets. Contractors/suppliers can sign up to be added to the portal by going to the following website: <https://www.haulhub.com/washington-statedot/> . To date, 13+ contractors have already signed up. If there are any issues or questions with signing up, Cecilia told the Team to contact her.

Cecilia informed the Team that in 2025, the GSP will be revised to require all ticketed materials to use HaulHub.

LWS Anchoring Specifications/Drawings

Channing Syms, HQ Hydraulics, attended the meeting and discussed the standardization of the anchoring details and updates to the GSP requiring items to be stainless steel to meet permit requirements. The steel being called out is a marine grade stainless steel and should be readily available.

Channing told the Team that the typical anchoring detail is a LWS with boulders and presented the detail. The Team asked if this is a standard plan, or is it a standard sheet detail? Channing responded that this is a standard detail that is in the Plans Preparation Manual for the designers to use. Comments on the GSP and detail should be directed to Neal.

Third Party Aggregate Source Approval

Larry discussed lessons learned from a recent issue on obtaining material approval for common borrow material that was from a 3rd party source. Neal confirmed that this type of source can be used if the material meets specifications for the intended use and it meets Standard Specification requirements for toxicity per WAC 173-303.

WSDOT/DOE Recycled Aggregate Document

Neal presented a WSDOT/DOE document that is currently in a draft form and asked the Team to review and provide comments. The intent of this document is to present a common understanding of on how recycled aggregates will be inspected by DOE in the field. This is only for RCA material used on WSDOT property and does not include material sources.

Neal asked the Team if there has been any recent success in incorporating the RCA material into projects. The Team responded that there has been some use as base under sidewalks, but there hasn't been any recent use for roadways or backfill for structures.

The Team asked Neal if WSDOT reports anything back to the Legislature about the challenges of using recycled aggregate. Neal responded that initially WSDOT was to report usage back to the Legislature on a yearly basis, but that requirement has ended. Neal will look into other communication on RCA.

The Team reported that the cost of the material is still one of the biggest reasons why recycled aggregate is not being used.

Temporary Barrier Type 2 Update

Neal reported that the GSP instructions have been revised for the use of 1000 linear feet or less of temporary Type F barrier. The new instructions clarify that the use of more than 1000 linear feet would require HQ Construction approval.

Neal also reported that the Standard Specifications have been revised to clarify that Type 2 barrier can be used as temporary barrier. The Type 2 temporary barrier sunset date will continue to be evaluated over the next few years. Currently the date is projected to be 2028 to 2030.

Cost escalation & procurement delays

Luminaire poles and girders have gotten better with procurement times. Pipe has also gotten better with procurement times.

Fill material is climbing in price due to running out of sources. Opening new sources or expanding existing sources is becoming more difficult.

Future Business

- Section 2-09 Class B Shoring
- Recycled Concrete Aggregate Use / Challenges
- Type 2 Sunset Barrier

Potential Future Business

- Common Borrow Measurement Revision
- Fish Passage Cost Management / Buried Structure Std. Plan Feedback
- Concrete Pavement Measurement
- WSDOT OECR (Office of Equity and Civil Rights) Updates
- Lump Sum Striping
- Speed Safety Cameras
- Speed Reduction in Work Zone

Next Meeting Date

April 4, 2024, 8:30a – 10:30am, virtual Teams meeting



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

April 4, 2024

Teams Meeting

8:30AM – 10:30AM

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X	Mark Allen	WSDOT	509.324.6232	allenmv@wsdot.wa.gov
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X	Steve Strand	WSDOT	206.440.4672	strands@wsdot.wa.gov
X	*Neal Uhlmeier	WSDOT	360.705.7816	uhlmeyn@wsdot.wa.gov
	Guests			
	Kevin Waligorski	WSDOT – HQ Construction	360.705.6981	waligok@wsdot.wa.gov
	Sheena Pietzold	WSDOT – HQ Environmental Services	360.570.6644	pietzos@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

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

WSDOT/DOE Recycled Aggregate Document

Sheena Pietzold, HQ Environmental Services Office, gave a presentation on the agreement document between DOE and WSDOT for the use of RCA. This document clarifies the understanding between DOE and WSDOT of what is already required by the CSWGP permit. The intent of the document is to provide a common understanding on how projects will be inspected when RCA is used.

The Team had questions on what is considered ponding, especially after a rain event. The Team stated that if it is left alone, the water could percolate over time, but what if a DOE inspector comes out and requires the water to be tested and treated? Sheena stated that ponding is where there is a potential to flow from the project boundary or to surface waters of the state, not when the water will infiltrate within a day or two.

The Team asked if a flowchart could be developed for the guidance items listed above. Sheena agreed that this would be a good idea and that her team would develop one.

The Team asked if WSDOT is still reporting back to the Legislature about the use of RCA. Neal replied that WSDOT is no longer reporting and that this stopped a few years ago in accordance with the RCW requirement. WSDOT is still required track use and is currently running close to 4% which is well below the 25% RCW requirement. Contractor reporting is also still required by the RCW.

The Team asked if this requirement is for all projects, or just WSDOT projects. Sheena replied that this agreement document is just for WSDOT projects, and that the agreement document is tied to the CSWGP, which will have a re-issuance in 2025.

e-Ticketing Portal

Kevin Waligorski, HQ Construction, asked the Team for their feedback on the use of the e-Ticketing Portal. This system is required on all projects using HMA, and in 2025, it will be required for all material requirements using aggregates.

The Team mentioned that they are being informed that there are issues with smaller suppliers incorporating this system to their sites. Kevin responded that HaulHub will work with these suppliers to get them plugged into the e-Ticketing process, even if they don't have an existing system. For more information, Kevin provided the following link for suppliers to find this assistance:

<https://www.haulhub.com/agency/washington-state>

Neat Line Common Borrow

Mark Allen presented to the Team a special provision that Eastern Region has been using on some of their projects to address Common Borrow measurement when multiple sources are used.

The measurement would be calculated by subtracting the quantity of excavation items (Roadway, Ditch, Channel, etc.) from the Quantity of Embankment Compaction. By doing this it allows for the easier use of multiple sites, stockpiles, and commercial sources to be used without having to wait for survey of the area before and after to determine the quantity used.

Mark asked the Team to for their review and comment on this specification.

Lump Sum Striping

Mark presented to the Team a draft special provision about using a lump sum payment for pavement marking. Most contract plans detail the pavement marking requirements for the contract and includes Q-Tab sheets to summarize the quantities. With all of this detailed information, there is minimal potential/risk for quantity variations.

The Team responded that there are certain projects that this would be a good approach but wouldn't work for projects consisting of multiple stages and traffic shifts.

Mark asked the Team for their review and comment on the draft specification.

AGC/WSDOT Distinguished Service Awards

Neal mentioned to the Team that nominations are being accepted for next year's AGC/WSDOT annual meeting. More information about this award will be sent out with the meeting minutes.

Cost escalation & procurement delays

Epoxy coated rebar is taking 5 weeks to procure.

Plastic pipe procurement times have stabilized to more reasonable times.

Future Business

- Section 2-09 Class B Shoring
- Recycled Concrete Aggregate Use / Challenges
- Type 2 Sunset Barrier

Potential Future Business

- Common Borrow Measurement Revision
- Fish Passage Cost Management / Buried Structure Std. Plan Feedback
- Concrete Pavement Measurement
- WSDOT OECR (Office of Equity and Civil Rights) Updates

Next Meeting Date

June 20, 2024, 8:30a – 10:30am, virtual Teams meeting. Revised from May 23, 2024,



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

June 20, 2024

Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
X	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	*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			
	*Co-chair			

Welcome and Review of Agenda

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

AGC Annual Meeting Highlights

Larry Smith went through the Teams accomplishments that was discussed at the AGC/WSDOT 2024-25 Prep meeting for next year's Annual meeting.

- LWS Anchoring Specifications and Details Standardization
- Temporary Type 2 Barrier
 - GSP instructions revised to clarify 1000 feet, or more is Type 2, not Type F, for temporary barrier
 - Revision to Standard Specifications to allow Type 2 use in temporary conditions
- Input into the WSDOT/DOE Recycled Concrete Aggregate document
- Continued Business for the Team
 - Section 2-09 Class B Shoring
 - RCA use challenges
 - Tracking Type 2 Barrier sunset date
- Potential Future Business
 - Fish Passage Cost management
 - Buried Structure Standard Plan feedback
 - Concrete Pavement measurement
 - Work Zone Speed Reductions

Division 2 Rework

Neal reported to the Team that he has been asked by HQ Construction to rework this section to modernize it today's work. Neal asked the Team if they had any comments to Divisions 2 to send it to him over the next several months.

Project Reviews

Neal reported to the Team that project review requests typically come up during the summer break. Neals asked the Team if they would be able to review requests during the Summer months. Larry responded that these should be forwarded to the Team to see who has availability to review.

Call for Topics/2024-2025 Planning

Neal asked for topics that the Team would like to address.

The Team responded with the following items:

- Reusing material on site (GVB, streambed materials, boulders, etc.)
- Asphalt grindings for shoulder rock or base course
- Class B Structure Exc. Shoring
 - Trench boxes and Type 2 drawings clarifications
- Mobile wood structures in Fish Barrier Projects
- 8-23 Temporary Pavement Markings
 - Need clarification in the Standard Specification for the Measurement and Payment
 - Currently it is for installation of the marking, but removal is incidental.
 - PEO's are administering this differently

AGC/WSDOT Distinguished Service Awards

Neal mentioned to the Team that nominations are being accepted for next year's AGC/WSDOT annual meeting. More information about this award will be sent out with the meeting minutes.

Cost escalation & procurement delays

Luminaire poles are about the only item dealing with availability issues.

Co-Chair Change

Neal informed the Team that John Romero will take over beginning September 2024.

Next Meeting Date

September 26, 2024, 8:30a – 10:30am, will be an in-person meeting at a site TBD.



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

September 26, 2024

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
	Mark Allen	WSDOT	509.209.7552	mark.allen@wsdot.wa.gov
X	Mike Briggs	WSDOT	360.759.1302	mike.briggs@wsdot.wa.gov
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	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	terry.drochak@wsdot.wa.gov
X	Casey Fraisure	WSDOT	360.412.3422	casey.fraisure@wsdot.wa.gov
	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
X	Brenden Johnson	KLB Const.		brendenj@klbconstruction.com
X	Dan Nelson	Tucci & Sons		ODN@tucciandsons.com
	Tyler Pierce	SPM NW	253.321.3193	tylerpierce@spmnw.com
X	Ron Reilly	Doolittle Const. LLC	206.510.9203	rreilly@doolittlellc.com
X	*John Romero	WSDOT	360.705.7824	john.romero@wsdot.wa.gov
X	Joseph Rooney	Snohomish Co.	425.330.6668	joseph.rooney@co.snohomish.wa.us
X	Jerome Sarkinen	Tapani Inc.	360.907.7615	jeromes@tapani.com
	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
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	Steve Strand	WSDOT	206.440.4672	steve.strand@wsdot.wa.gov
X	Neal Uhlmeier	WSDOT	360.705.7816	neal.uhlmeier@wsdot.wa.gov
X	Vaughn Jorgensen	Graham	425.757.3543	vaughn.Jorgensen@grahamus.com
	Guests			
	Kyengo Ndile	WSDOT	206.440.4272	kyengo.Ndile@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

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

Website Location of Meeting Minutes

John provided the internet address where all past AGC Roadway Team minutes could be found.

Lump Sum Pavement Marking

John let the group know that WSDOT would not be pursuing a new payment specification to allow lump sum pavement marking. The recommendation from HQ Construction is to add the specification by special provision if it was appropriate for a specific project.

Asphalt Grindings for Shoulder Rock

John reviewed the Standard Specification 4-04 that allows asphalt grindings for shoulder finishing. The Team had previously noted that there are grindings available beyond what is needed for RAP and that uses needed to be expanded. One idea presented was to be able to incorporate RAP into base rock applications. Bobby suggested looking into Montana DOT specifications. This item will be carried forward on upcoming agendas.

Large Woody Structures

Neal reported that the effort to standardize LWS details and hardware was complete. A new, single, detail has been added to the Plans Preparation Manual.

Neat Line Common Borrow Spec Update

Neal reported that the neat line common borrow specification has been submitted for approval and inclusion in the 2026 Standard Specifications.

Division 2 – Watering, Trimming and Cleanup

Neal asked the Team for feedback on the potential for deleting Water and Trimming and Cleanup pay items. Both items have been used very little in the last 10 to 15 years and in some of those cases potentially by mistake. Water has almost exclusively been handled as incidental as allowed by the specifications. Construction requirements would still be required for both. The Team was generally OK with the possibilities, but more research needs to be done on Trimming and Cleanup.

Steel Escalation Item

John presented the Steel Escalation GSP. Currently the timing is at the time of MOH or when incorporated into the project. Discussion was had to look at if that timing is optimal as the cost is typically fixed with a purchase order and not the time of escalation. John will carry this forward for discussion at HQ Construction.

Cost Escalation & Procurement Delays

It was noted that wood pole procurement times have stabilized. There has been no change in light pole procurement times.

Future Business

The Team briefly walked thru future topics.

- Reusing material on site (GVB, streambed materials, boulders, etc.)
- Asphalt grindings for base course
- Class B Structure Exc. Shoring
 - Trench boxes and Type 2 drawings clarifications
- Type 2 Barrier Sunset
- WSDOT OECR Updates
- 8-23 Temporary Pavement Markings
 - Need clarification in the Standard Specification for the Measurement and Payment
 - Currently it is for installation of the marking, but removal is incidental.
 - PEO's are administering this differently
- Plant Establishment Specifications

Next Meeting Date

October 24, 2024 8:30a – 10:30am virtual



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

October 24, 2024

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
	Mark Allen	WSDOT	509.209.7552	mark.allen@wsdot.wa.gov
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	Guests			
X	Kyengo Ndile	WSDOT	206.440.4272	kyengo.Ndile@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and reviewed the agenda. Introductions were made.

Steel Cost Adjustment GSP

John continued the discussion on the Steel cost adjustment item from the last meeting. Currently the timing is at the time of MOH or when incorporated into the project. Discussion was had to look at if that timing is optimal as the cost is typically fixed with a purchase order and not the time of escalation. After discussions with HQ Construction, John informed the Team that WSDOT would not be entertaining changes at this time. Currently there is limited information due to the lack of participation in the item.

DBE Utilization and Mobilization

John informed the Team that Mobilization is allowable DBE participation within allowable limits. Mobe of up to 10% is acceptable and is trackable item in the work break down. OECR intends to clarify the forms.

Shotcrete as Structural Element in Lieu of Concrete

Shotcrete for walls was discussed briefly. Currently WSDOT is reluctant to allow. More research on the specific issues is needed. This topic may be forwarded to the AGC Structures Team.

Submittal Review Times

John showed Figure 1 of the Construction Manual that shows PEO's what documents are reviewed and by who. The Team discussed instances where reviews may not have been as efficient as they possibly could be. John informed the group that PEO's typically review docs for completeness prior to sending to reviewers and incomplete documents will be returned before they are sent to reviewers. The subject of multiple reviews and comments on RFC'd plans was discussed. It was also noted that PEO's need to screen for preferential comments. The Team recommended training for submittal process efficiency and best practices.

Concrete Pavement Measurement

John recapped changes that were implemented in 2018 by this team on tolerances and measurement. The issue of coordination between CSBC, HMA and CCP contractors resulting in final CCP being above the 0.04' maximum for payment was discussed. It was suggested that the 0.04' tolerance limit be increased. The issue was tabled for the time being as WSDOT has very limited CCP work at this time.

Cost Escalation & Procurement Delays

Wood pole procurement issues have stabilized. It is yet to be seen if recent hurricanes will pose problems for electrical cabinet suppliers.

Time frame between meetings

John briefly discussed the frequency of the Roadway Team Meetings. Consensus was six weeks unless the agenda suggested otherwise.

Future Business

The Team briefly walked thru future topics.

- Reusing material on site (GVB, streambed materials, boulders, etc)
 - Asphalt Grindings for base course
 - Class B Structure Exc. Shoring – Request to Review Before Issuing
 - Type 2 Barrier Sunset
 - WSDOT OECR Updates
 - 8-23 Temporary Pavement Markings
 - Plant Establishment Specifications
-
- **Potential Future Business**
 - Fish Passage Cost Management / Buried Structure Std. Plan Feedback
 - Type F Barrier Availability
 - Timeliness of SAMS Reporting
 - Use of Culvert Standard Plans – Are Precasters Using?

Next Meeting Date

December 12, 2024, 8:30am-10:30am virtual



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

December 12, 2024

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
X	Mark Allen	WSDOT	509.209.7552	mark.allen@wsdot.wa.gov
X	Mike Briggs	WSDOT	360.759.1302	mike.briggs@wsdot.wa.gov
X	Pete Corley	WSDOT	509.324.6238	pete.corley@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	terry.drochak@wsdot.wa.gov
X	Casey Fraisure	WSDOT	360.412.3422	casey.fraisure@wsdot.wa.gov
	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
X	Vaughn Jorgensen	Graham	425.757.3543	vaughn.Jorgensen@grahamus.com
X	Brenden Johnson	KLB Const.	425.754.2842	brendenj@klbconstruction.com
X	Aaron Kindt	Doolittle Const	253.691.7025	aaron@doolittlellc.com
X	Dan Nelson	Tucci & Sons	253.377.0793	ODN@tucciandsons.com
X	Tyler Pierce	SPM NW	253.321.3193	tylerpierce@spmnw.com
X	Ron Reilly	PSC	206.510.9203	rreilly@pavementsurface.com
X	*John Romero	WSDOT	360.705.7824	john.romero@wsdot.wa.gov
	Joseph Rooney	Snohomish Co.	425.330.6668	joseph.rooney@co.snohomish.wa.us
X	Jerome Sarkinen	Tapani Inc.	360.907.7615	jeromes@tapani.com
X	Bobby Scarsella	Scarsella Bros.	253.269.1381	Bobby.s@scarsellabros.com
X	*Larry Smith	Atkinson	253.350.5814	larry.smith@atkn.com
	Steve Strand	WSDOT	206.440.4672	steve.strand@wsdot.wa.gov
X	Neal Uhlmeyer	WSDOT	360.705.7816	neal.uhlmeyer@wsdot.wa.gov
	Guests			
X	Jason Mettler	WSDOT	360-789-4285	jason.mettler@wsdot.wa.gov
X	Kyle Miller	WSDOT	360-742-1699	kyle.miller@wsdot.wa.gov
X	Chris Tams	WSDOT	360-624-6208	chris.Tams@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and introductions were made.

Speed Safety Cameras

Kyle Miller, WSDOT SSCS Program Manager, joined the meeting to update the group on the progress of the Speed Safety Camera program. The program aims to reduce erratic driving and increase safety in work zones. The current program will start with 6 units and will run from early 2025 through June, at which time WSDOT will need to justify carrying the program into a permanent status. Currently the program is in rule making which involves WSDOT and the State Patrol. WSDOT is handling administration and program procurement. The State Patrol is handling all enforcement aspects. Workers must be present for enforcement, which includes employees behind barriers. First-time offenders will receive a \$0.00 infraction, and subsequent offenses will result in a \$248 fine.

Kyle also mentioned the Highway Speed Camera Pilot Program. This program is separate from the work zone program and is focused on testing the average speed over a certain block of time. It is a data gathering effort with no associated infractions. The pilot program will run for two to three months and produce a final report. Educational letters will be sent to drivers exceeding the speed limit.

DBE and PWSVB Updates

Chris Tams, HQ Construction, was on hand to provide updates to the DBE and PWSVB programs.

- **Changes to the State Funded SVBE Program:**

The program now allows for up to 20% participation, though current commitments are to stay within the 5% and 2% limits. Certifications for SVBEs have moved to the OMWBE website for small businesses and the Department of Veteran Affairs website for veteran-owned businesses. The bulletin released by WSDOT provides a step-by-step guide on how to find certified businesses on these websites. A new search method for finding the right number of small businesses is now required.

- **DBE Program Updates:**

WSDOT is updating its DBE participation plan to align with the amended 49 CFR Part 26. New definitions for brokers and transactional facilitators have been added. The program now includes a category for drop shipments. A bidders list is required with every bid, including all subcontractors and their status. This list includes information on race, gender, NAICS code, scope of work, firm age, and firm gross receipts. WSDOT is seeking clarification from FHWA regarding the timing and requirements for the bidders list, as it is causing challenges for bidders. Currently, the bidders list must be filled out completely to be considered responsive, and the agency is not currently verifying the accuracy of the submitted information.

8-23 – Temporary Pavement Marking Group Discussion

Jason Mettler, HQ Construction, who is responsible for Std. Spec. 8-23 attended the meeting. Temporary Pavement marking removal was discussed. Currently the Standard Specifications for 8-23 reference removal requirements in 8-22. Removal is not explicitly discussed in the description, measurement and payment for 8-23. It was recommended that WSDOT clarify how removal is paid for 8-23 Temporary Pavement Markings. Also discussed was how to quantify the time that temporary pavement marking will be in place so bidding decisions could be made on

what equipment will be required to remove them. Temporary tape markings can require the use of a hydroblaster to remove if left down to long dramatically increasing cost for removal.

Class B Structure Exc. Shoring

There's confusion regarding submittal requirements for Class B nonstructural shoring, specifically trench boxes. Contractors are being told that submitting trench box tabulated data is not allowed and that a Type 2e submittal is required. The specifications for structural shoring don't apply to trench boxes, which are not considered structural shoring. There are differing opinions on whether tabular data for trench boxes needs to be reviewed and stamped by an engineer as a 2e working drawing. The opinion from WSDOT Geotech Office is that there is engineering involved in selecting the correct equipment for the conditions at the site and therefore it requires a 2E working drawing. This topic is currently being evaluated at the WSDOT HQ Construction Office which will likely generate a specification change to clarify the requirements.

Annual AGC/WSDOT Meeting Topics

John presented slides that will be used to show the 2024 Roadway Teams accomplishments and future topics at the January annual meeting. The Team agreed with what was presented.

Cost Escalation & Procurement Delays

Luminaire poles are currently taking 18-20 weeks. For comparison the pre-COVID timeline was 12-15 weeks. Wood pole procurement seems to be back to typical time frames. Cabinets and switch gear are taking up to 25 weeks. It was noted that there has recently been a higher-than-normal failure rate for cabinets. Pipe procurement has evened out.

Future Meetings -In-person vs On-Line

The status of future in-person meetings was discussed. The team will continue with virtual meetings for now, with an in-person option to be considered for later in the year. The next meeting will be virtual, on February 13th.

Future Business

- Reusing material on site (GVB, streambed materials, boulders, etc)
- Asphalt Grindings for base course
- Class B Structure Exc. Shoring – Request to Review Before Issuing
- Type 2 Barrier Sunset
- 8-23 Temporary Pavement Markings – follow up
- Plant Establishment Specifications

Potential Future Business

- Fish Passage Cost Management / Buried Structure Std. Plan Feedback
- Type F Barrier Availability
- Timeliness of SAMS Reporting
- Use of Culvert Standard Plans – Are Precasters Using?

Next Meeting Date

February 13, 2025, 8:30am – 10:30am virtual