

ROADWAY TEAM MINUTES

February 13, 2025

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
X	Mark Allen	WSDOT	509.209.7552	mark.allen@wsdot.wa.gov
	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
	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
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	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			
	Kenneth Ezeokeke (supported by his design team)	WSDOT		kenneth.ezeokeke@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and introductions were made.

Constructability Review – SR 522 Cat Whisker Creek Fish Passage

Kenneth Ezeokeke, and his design team, led a discussion about the SR522 Cat Whisker Creek Fish Passage Project, sharing the project's design and constructability considerations. The project aims to correct a fish passage barrier at Cat Whisker Creek in Kenmore, King County, where SR522 is heavily traveled. The plan involves realigning the creek, demolishing a building, and constructing a buried bridge to accommodate utilities.

Key discussion points and questions raised during the review include:

- **Staging Area Sufficiency:** Determining if the provided space is adequate for contractor staging, including accommodating a trailer.
- **Utility Conflicts:** Addressing the numerous utilities running along the shoulders of SR522 and how to manage them during construction. Concerns were raised about water pipes crossing the project area.
- **Soldier Pile Wall:** Deciding whether to remove and rebuild the existing soldier pile wall entirely or demolish only a portion of it.
- **Sewer Pipe Protection:** Assessing the depth of existing sewer pipes owned by King County and whether temporary access construction would require protection measures for the pipes.
- **Construction Phasing:** Proposing a three-phase construction plan to manage traffic, with discussions on the viability of this approach compared to a two-phase option. The two-phase option was not favored because it would reduce the number of lanes available for traffic.
- **Trail Impact:** Addressing the impact on the Burke Gilman Trail, considering options to reduce the trail's width or close it completely, and the potential safety concerns of diverting pedestrian traffic to NE 175th.

An alternative two-phase approach was discussed potentially using a soldier pile wall to minimize buffer space and maintain three lanes of traffic in each direction. Also suggested was potential weekend closures and traffic rerouting. Concerns were raised about the work zones needing to overlap by several feet to ensure proper connections between phases. It was suggested to account for the relocation of the water line in the schedule and the impact on phasing.

AGC Annual Meeting Highlights

John and Larry shared highlights from the January 2025 AGC Annual Meeting. It was attended by the Legislative Four Corners, who discussed the upcoming challenges to the transportation budget. This group had strong opinion on the use of design build, king of against, and are more interested in progressive design build delivery method.

Delay Bid Opening GSP

John explained that there will be a GSP added to some projects that are going to advertisement that alerts the bidders that the project may be pulled off advertisement. The GSP says that the WSDOT will notify the bidders 28 days prior to the bid opening date. The need is due to the longer legislative session and funding uncertainty.

Recycled Concrete Usage Report

The team reviewed the 2024 report on recycled concrete usage. The report showed a higher usage rate than recent years. As noted on other reports, some projects did not use RCA due to cost. The breakdown between design build and Design bid build was discussed. Neal committed to noting which delivery method was used for each project on the report.

Type 2 to Type F Barrier Sunset Date

The group discussed the sunset date for Type 2 barriers, with a stepped approach leading to a full transition by December 31, 2030. The stepped approach would gradually require more Type F barrier for temporary use. Ron Reilly inquired about the state of Washington adhering to the specification when replacing all their barriers. John Romero said that he would mention the maintenance and transition standards to Tim Moeckel and his team.

Cost Escalation & Procurement Delays

The team touched on cost escalation and procurement delays for materials. Cabinets are taking approximately 10 months to a year to receive, and larger ductal valves are also becoming an issue.

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
Plant Establishment Specifications

Potential Future Business

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

Next Meeting Dates – April 3, 2025

ROADWAY TEAM MINUTES

April 4, 2025

Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
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
X	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
	Aaron Kindt	Doolittle Const	253.691.7025	aaron@doolittlellc.com
	Dan Nelson	Tucci & Sons	253.377.0793	ODN@tucciandsons.com
	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
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
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.uhlmeier@wsdot.wa.gov
	Guests			
	Arti O'Brien	AGS	206.455.4980	arti@advancedgovernmentservices.com
	Patricia Crane	WSDOT	360.705.7834	patricia.crane@wsdot.wa.gov
	Kyle Miller	WSDOT	360.705.7946	kyle.miller@wsdot.wa.gov
	Cecilia Hardwick	WSDOT	360.768.7177	cecilia.hardwick@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and introductions were made.

WZ Safety Camera Program Update

Kyle Miller provided an update on the program, noting that testing is nearly complete and cameras will be deployed to four initial projects soon: JBLM (I-5), a fish passage barrier project (Hwy. 8), the I-90/SR 18 interchange project, and a 522/405 project. The program involves a \$0.00 infraction for the first speeding instance, followed by a \$248 notice of infraction for the second. The State Patrol reviews all infractions. The deployment is starting on the westside and will expand eastward, with plans for 6 cameras by summer 2025, 10 the following summer 2026, and 15 the summer after that. The cameras are intended for work zones, including maintenance and emergency repairs. Contractors will coordinate with WSDOT and the vendor on deployment but will not be responsible for installation or operation. The cameras can be moved between locations within a project during an 8-hour shift, with about 15 minutes needed for setup. Existing projects can be considered for camera deployment by working through the regions.

FHWA Buy American Manufactured Goods Updates

Patricia Crane explained the recent changes to Buy America regulations, effective for projects advertised after March 20th. The changes involve new classifications of materials (excluded, iron or steel product, construction material, manufactured product). The definition of "produced in the United States" for manufactured products will become more stringent over time, requiring assembly in the US in late 2025 and assembly plus 55% American-made components in 2026. New contract language will include a "Buy America Requirements" heading. Tracking and certification requirements differ based on the material classification. The waiver for manufactured products ends in October.

Division 1-10 Move to Division 2

John Romero outlined a plan to move sections from Division One (Administrative) to Division Two (Roadway), with subsequent reshuffling in Divisions Two, Three, and Four for the 2026 spec book. This aims to better align the specifications with the work being done, especially for design-build projects by eliminating duplication in Technical Requirements. The change will also move responsibility for what was section 110 to the roadway group. Local agencies and their use of WSDOT specs, particularly regarding gravel base (moving to a GSP), were discussed. Extensive coordination is underway to update manuals and references.

Pilot Orange Striping in WZ

John Romero presented the results of a temporary test using orange striping in a work zone on I-5. The survey indicated increased driver awareness and lane keeping, and a reduction in crashes and collisions. However, there was no significant change in vehicle speeds. The orange markings showed wear after six months, but the underlying white stripes remained. WSDOT is working with Caltrans and the National Committee for the MUTCD to seek FHWA interim approval for this option, though MUTCD approval can be a lengthy process.

Earthwork and Stakeless Construction

John Romero discussed the current allowance for stakeless construction using GPS machine controls in WSDOT specifications and the provision of digital terrain models (DTMs) for projects. Contractors shared their experiences with using these models, both by doing the modeling internally and using third-party services. Challenges related to the quality and completeness of the provided models and QC processes were mentioned. A previously drafted specification revision for stakeless construction QC is currently idle.

Recycled HMA/RAP for CSBC

Larry Smith discussed the ongoing exploration of increasing the percentage of RAP blended with virgin aggregate for CSBC. Testing is being done, with preliminary data from Montana suggesting that higher RAP content increases permeability. Durability and gradation were reported to be generally consistent. The current WSDOT spec allows for around 25% RAP in base course. Further updates with local testing results are expected.

PCC Incentive Discussion

Larry Smith revisited a past discussion about tolerances for PCCP thickness, particularly in short-duration work zones. The use of disks for measuring thickness was noted as a current practice. The possibility of providing an incentive for exceeding the design thickness, rather than just penalties for being under, was discussed. Current specifications have penalties for both being too thin and exceeding a certain thickness.

Cost Escalation & Procurement Delays

Nothing was noted by the Team.

Future Business

Reusing material on site (GVB, streambed materials, boulders, etc)
Class B Structure Exc. Shoring – Request to Review Before Issuing
Plant Establishment Specifications
E-Ticketing
Use of Culvert Standard Plans – Are Precasters Using?

Potential Future Business

Fish Passage Cost Management / Buried Structure Std. Plan Feedback
Owner Protective Insurance
Timeliness of SAMS Reporting

Next Meeting Date – May 15, 2025

ROADWAY TEAM MINUTES

June 5, 2025

**Teams Meeting
8:30AM – 10:30AM**

Attend	Member	Company	Phone	E-mail
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
	Casey Fraisure	WSDOT	360.412.3422	casey.fraisure@wsdot.wa.gov
X	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
X	Cecilia Hardwick	WSDOT	360.768.7177	cecilia.hardwick@wsdot.wa.gov
X	Vaughn Jorgensen	Graham	425.757.3543	vaughn.jorgensen@grahamus.com
X	Brenden Johnson	KLB Const.	425.754.2842	brendenj@klbconstruction.com
	Aaron Kindt	Doolittle Const	253.691.7025	aaron@doolittlellc.com
	Dan Nelson	Tucci & Sons	253.377.0793	ODN@tucciandsons.com
	Tyler Pierce	SPM NW	253.321.3193	tylerpierce@spmnh.com
	Ron Reilly	PSC	206.510.9203	rreilly@pavementsurface.com
X	*John Romero	WSDOT	360.522.3930	john.romero@wsdot.wa.gov
X	Joseph Rooney	Snohomish Co.	425.330.6668	joseph.rooney@co.snohomish.wa.us
	Jerome Sarkinen	Tapani Inc.	360.907.7615	jeromes@tapani.com
X	Matthew Scarsella	Scarsella Bros.	253.872.7173	Matthew.s@scarsellabros.com
X	Cory Shaw	WACA	206.713.3814	cshaw@warocks.org
X	*Larry Smith	Atkinson	253.350.5814	larry.smith@atkn.com
X	Steve Strand	WSDOT	206.440.4672	steve.strand@wsdot.wa.gov
	Guests			
X	Karen Carlie	WSDOT	360.709.5479	karen.carlie@wsdot.wa.gov
X	Kevin Waligorski	WSDOT	509.668.0711	kevin.waligorski@wsdot.wa.gov
X	Ryan Zakerski	WSDOT	360.705.7856	ryan.zakerski@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and introductions were made.

E-Ticketing Update

Kevin Waligorski and Ryan Zakerski provided an update on the use of E-Ticketing on WSDOT projects. WSDOT has been using E-ticketing since COVID and implemented its Haul Hub portal system for the 2024 season. The goal is full implementation for all projects.

For the 2024 season, nearly 40,000 tickets were entered, involving 39 projects and 17 suppliers.

The design-build process is now in Haul Hub, with a test project (I5 Secret Creek in Skagit County) already having over 1100 delivered tickets. On design-build projects, prime contractors' Quality Assurance (QA) teams accept or reject tickets, while WSDOT has read-only access.

Contractors are responsible for getting tickets from suppliers and submitting them to WSDOT via Haul Hub.

Signing up for a free Haul Hub account is encouraged to avoid late payments or penalties. This is particularly important for the concrete industry, where multiple subcontractors might be ordering material.

Ryan and Haul Hub provide highly responsive support for any issues.

Other agencies, such as Seattle Light, City of Seattle, and Snohomish County, are looking into or already using e-ticketing. Snohomish County has used it successfully on paving projects with Granite Construction.

Haul Hub is continuously being improved, with new features like sampling/testing frequencies and project stationing being implemented. It also integrates with "smart work zones" to communicate construction data and lane closures. Users are encouraged to provide feedback for system improvements.

Ryan provided the following link: <https://www.haulhub.com/agency/washington-state#signup> and encouraged the Team to have them and their subcontractors sign up prior to the construction season.

HMA Grinding Percentage in CSBC

Larry explored the possibility of increasing the use of RAP into the base course, specifically CSBC. Currently Standard Specifications allow 25% recycled material blended with virgin aggregate.

A primary driver is the growing stockpiles of grindings at asphalt suppliers due to less paving work, making it difficult to find homes for the material. The goal is to increase the blending amount of RAP, with other states like Montana, New Jersey, Colorado, California, and New Mexico allowing 50% to 60% RAP, and some even up to 75% when blended with recycled concrete. The initiative aims to provide environmental benefits by reusing asphalt material.

Key concerns include permeability and durability of the blended material. Permeability tests are ongoing with data from various suppliers. From a structural standpoint, increased RAP could

enhance the base layer's structural number. Karen Carlie, Pete Corley, and Larry will attempt to get CSBC permeability tests results before the next meeting.

Blending is initially envisioned to be mechanical (e.g., pug mill or screen), rather than simple on-site mixing. On-site mixing could be looked at down the road.

The current usage of RAP in CSPC is described as "nominal".

Discussions highlighted the need for a QA process similar to recycled concrete aggregate (RCA), and the involvement of Hydraulics and Environmental departments due to concerns about drainage and hydrocarbons.

There was also a question about the financial advantage for contractors to use higher percentages of RAP, as they may not currently be fully utilizing the allowed 25% if it's not economical.

This will continue to be a running agenda item for future meetings.

Fuel Cost Adjustment for Design-Build Contracts

John Romero presented information for the Team to consider for the development of Design-Build contract language related to fuel-cost adjustment. The current GSP's for Design-Bid-Build contracts are unsuitable for Design-Build due to its reliance on individual bid items.

The WSDOT/AGC/ACEC Design-Build committee discussed three methods for consideration: invoice, percent of cost, and specified total. The specified total method, where a quantity and allocation schedule for fuel are determined upfront, is the most favored approach. This Team is to provide comments to assist the committee in development of template language for Design-Build contracts.

Discussions revolve around who determines the fuel quantity and allocation schedule, and whether an opt-in/opt-out provision should be included (though studies discourage opt-in/out).

The SR 520 Portage Bay project initially adopted an annual adjustment period but changed this to monthly with a cap on the adjustment amount. John said he would provide this conformed contract language to the Team.

Cost Escalation & Procurement Delays

Steel tariffs are anticipated to cause price jumps.

Traffic control supplies, particularly Class A signs made of aluminum sheet, are sourced overseas and are expected to see significant price increases.

Precast schedules for delivery have seen improvements with the decrease of Sound Transit work.

Electrical components lead times have increased and prices are anticipated to increase.

Future Business

Reusing material on site (GVB, streambed materials, boulders, etc)
Class B Structure Exc. Shoring – Request to Review Before Issuing
Plant Establishment Specifications

Use of Culvert Standard Plans – Are Precasters Using?

Potential Future Business

Fish Passage Cost Management / Buried Structure Std. Plan Feedback

Owner Protective Insurance

Timeliness of SAMS Reporting

Next Meeting Date – October 2, 2025 (In person at Lakewood Maintenance Facility)



**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

October 2, 2025

In-Person Meeting at Lakeview Maintenance Office and Teams Meeting

8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
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
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X	Casey Fraisure	WSDOT	360.412.3422	casey.fraisure@wsdot.wa.gov
X	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
	Cecilia Hardwick	WSDOT	360.768.7177	cecilia.hardwick@wsdot.wa.gov
	Vaughn Jorgensen	Graham	425.757.3543	vaughn.Jorgensen@grahamus.com
X	Brenden Johnson	KLB Const.	425.754.2842	brendenj@klbconstruction.com
	Aaron Kindt	Doolittle Const	253.691.7025	aaron@doolittlellc.com
X	Dan Nelson	Tucci & Sons	253.377.0793	ODN@tucciandsons.com
	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
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	Matthew Scarsella	Scarsella Bros.	253.872.7173	Matthew.s@scarsellabros.com
X	Cory Shaw	WACA	206.713.3814	cshaw@warocks.org
X	*Larry Smith	Atkinson	253.350.5814	larry.smith@atkn.com
X	Steve Strand	WSDOT	206.440.4672	steve.strand@wsdot.wa.gov
	Guests			
	Karen Carlie	WSDOT		karen.carlie@wsdot.wa.gov
	Tim Moeckel	WSDOT		tim.moeckel@wsdot.wa.gov
	Kevin Burch	WSDOT		kevin.burch@wsdot.wa.gov
	Mathew Rochon	WSDOT		mathew.rochon@wsdot.wa.gov
	Kyle Miller	WSDOT		kyle.miller@wsdot.wa.gov
	*Co-chair			

Welcome and Review of Agenda

John welcomed the Team and introductions were made.

Shotcrete – Bridge Design Manual Changes

Matt Rochon, HQ Bridge and Structures, provided an update of use of shotcrete and updates in the Bridge Design Manual (BDM)

Bulk of the BDM changes have to do with usage, with some restrictions lifted.

Chapter 5.1.1.J allows use on facing for walls that do not require structural fascia (geofoam, noise barriers), mostly used as aesthetic or corrosion resistant.

Study in Spring 2025 looked at 3 different finishes being looked at for allowable use:

- Ashlar Stone
- Carved Rock
- Fractured Granite

Expect these types of finishes to be used on fish passage projects.

Matt stated that he is still working on Design-Build requirements. Matt will share presentation with John to distribute to the Team.

Temporary Concrete Barrier Type 2 Sunset

Tim Moeckel provided an update on the sunset for the use of Temporary Concrete Barrier Type 2. The sunset date remains December 31, 2030.

This will be a stepped approach based on feedback earlier this year from the Team. The stepped approach for the sunset is as follows:

- Current 1000 LF or less must be Type F
- 9/2026 – 2000 LF or less must be Type F
- 9/2027 – 3000 LF or less must be Type F
- 9/2028 – 4000 LF or less must be Type F
- 9/2029 – 5000 LF or less must be Type F
- 12/2030 – all must be Type F

The instructions for GSP 6-10.3(5).OPT1.GR6 will be updated on a yearly basis to adjust match the stepped approach quantities.

Tim stated that an official notice to designers and external parties will be sent out in the Nov/Dec 2025 timeframe. Will work with HQ Construction for the external notice.

The Team asked about if WSDOT Maintenance will be following this requirement for the use of Type 2 barrier. Tim responded that existing NCHRP allows existing Type 2 in permanent use and that Maintenance is allowed to do spot repairs using Type 2. For multiple sticks in a repair, the use of transition pieces to use Type F is considered.

WZ Safety Camera Program Update

Kyle Miller provided an update on the program.

The Team asked about how many cameras are in use. Kyle responded that a 6th camera is now running and that should be coming out on a more frequent basis.

Kyle stated that they are expanding the use on the west side that have been used on 16 projects in NWR, OR and SWR, and have used them on 4 Maintenance jobs. The devices are collecting real time and 3rd party data, and he is starting to receive this data on the deployment results. His team is trying to expand this to 10 cameras in use in 2026 with use in Eastern Washington.

Kyle reported that WSP is noting reduction in speeds when the cameras are in use, and WSP sent out a news release about the cameras. <https://wsp.wa.gov/wp-content/uploads/2025/08/WSP-Press-Release-Work-Zone-Speed-Cameras-First-90-Days.pdf>

Kyle asked the Team about what they are hearing about the effects of the cameras. Larry responded that he didn't have much feedback, but that the initial feedback was they are happy they are there but not seeing a lot of speed reduction. Casey noted that they are seeing speed increases after camera location. Kyle responded that there is flexibility to place the camera in different areas within the work zone.

John asked how long the process is to get a camera, when requested and if available, to a project site. Kyle responded that it takes approximately 2 weeks to set up agreement and coordinate with the projects Work Zone. Once on site, the camera takes approximately 30-40 minutes to setup, with deployment on the site being considered 8 hours of active operation.

HMA Grinding % use in CSBC

Larry, Pete, and Karen, highlighted the permeability documentation that was sent to the Team. The permeability results looked good in comparison. An increase to the % of use in for a blended CSBC is the goal. Blending of CSBC would be mixed on the project site.

Karen stated that she would be working with the HQ Material Lab to look at this information in more detail. Karen suggested that the Team invite a HQ Material Lab representative to the next meeting.

This will continue to be a running agenda item for future meetings.

Widened Embankment GSP Development

John Romero presented the draft GSP for the Team to consider for the development contract language for widened embankment. The use of this GSP is for new guardrail and illumination installation in areas that are not adjacent to roadway widening work with the goal to better break items out from existing roadway widening work and these sliver fills that occur on the same project.

The Team had no issues with using Method B for compaction or measuring the volume with the hauling vehicle.

John stated that he will send out the draft to the Team for additional comments.

Open Discussion

John reminded the Team about the new 2026 Standard Specifications that moved Temporary Traffic Control items out of Division 1 and into Division 2.

Future Business

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Use of Culvert Standard Plans – Are Precasters Using?
Fuel Cost Adjustment for Design Build Contracts

Potential Future Business

Fish Passage Cost Management / Buried Structure Std. Plan Feedback
Owner Protective Insurance

Next Meeting Date – November 20, 2025, 8:30-10:30am on Teams

SHOTCRETE FINISH MOCKUP CONSTRUCTION

WSDOT Bridge Architect: Mathew J. Rochon PE AIA

WSDOT Bridge Engineers: Geoff Swett, Will Miller III,
Kyle Howlett

WSDOT NWR Landscape Architects: Ryan Leigh, ...

TOC

PART ONE: Concept

Introduction

Overview of shotcrete aesthetics

- Traditional finishes
- Custom finishes

Textures Chosen

- Ashlar Stone
- Carved Rock
- Fractured Granite

Formwork

- Details
- Construction

PART TWO: Construction

First Steps

- Formwork images
- Shotcrete application

Next Steps

- Rough finishes
- Tools
- Refined finishing

Textures Chosen

- Ashlar Stone
- Carved Rock
- Fractured Granite

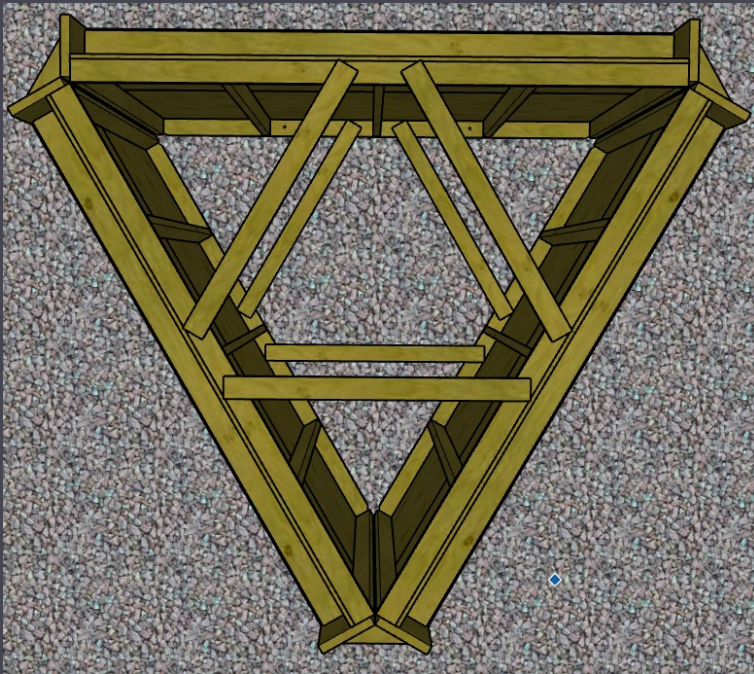
Overview of Shotcrete Aesthetics

Inspirational images



Mockup Model

Renderings



Plan view



Panel Ground Anchorage



Typical Panel Elevation

Textures Chosen

Ashlar stone



Carved Rock: Cascadian Stone



Fractured Granite: Large carve rock face

Formwork Construction



Photos of formwork

Shotcrete application

Photo 1



Shotcrete Finish: Step 1

Rough set and finish



Shotcrete Finishing: Step 2

Refined steps in finishing and tools



Shotcrete Finishing: Final

Refined finish techniques
to finalize finishing



Shotcrete Finish: Ashlar Stone

Based on Standard Spec finish “Ashlar Stone”



Shotcrete Finish: Carved Stone

Based on Standard Spec finish “Cascadian Stone”



Shotcrete Finish: Fractured Granite

Based on large scale fractured natural rock faces:
Commonly used on WSDOT projects as rock face stabilization.





**Washington State
Department of Transportation**

ROADWAY TEAM MINUTES

November 20, 2025

Teams Meeting 8:30AM – 10:30AM

Attend	Member	Company	Phone	E-mail
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	Brandon Farmer	Tapani Inc.	360.216.5159	brandonf@tapani.com
X	Casey Fraisure	WSDOT	360.412.3422	casey.fraisure@wsdot.wa.gov
X	Jared Halberg	NE Electric	360.608.4337	jaredh@nellc.net
X	Cecilia Hardwick	WSDOT	360.768.7177	cecilia.hardwick@wsdot.wa.gov
	Brenden Johnson	KLB Const.	425.754.2842	brendenj@klbconstruction.com
	Aaron Kindt	Doolittle Const	253.691.7025	aaron@doolittlellc.com
X	Dan Nelson	Tucci & Sons	253.377.0793	ODN@tucciandsons.com
	Tyler Pierce	SPM NW	253.321.3193	tylerpierce@spmnh.com
	Ron Reilly	PSC	206.510.9203	rreilly@pavementsurface.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	Matthew Scarsella	Scarsella Bros.	253.872.7173	Matthew.s@scarsellabros.com
X	Cory Shaw	WACA	206.713.3814	cshaw@warocks.org
X	*Larry Smith	Atkinson	253.350.5814	larry.smith@atkn.com
X	Steve Strand	WSDOT	206.440.4672	steve.strand@wsdot.wa.gov
	Guests			
X	Karen Carlie	WSDOT		karen.carlie@wsdot.wa.gov
X	Steven Davis	WSDOT		steven.davis@wsdot.wa.gov
X	Tom Slimak	WSDOT		tom.slimak@wsdot.wa.gov
X	Nick Lupo	Granite		nick.lupo@gcinc.com
	*Co-chair			

Welcome and Review of Agenda

John informed the Team about unmuting their microphones or turning on their camera to accept the transcription that was going to be used to help with note taking.

John welcomed the Team and introductions were made.

HMA Grinding Percentage in CSPP (Recycled Asphalt Pavement - RAP)

The discussion, led by Karen, Steve, and Pete, centered on a white paper addressing concerns related to increasing Recycled Asphalt Pavement (RAP) usage.

- **Data and Research:** Internal discussions suggest the existing data looks promising, but it is based on a limited number of samples. There is an internal consensus that a research project (such as a long-term university study by UW) is needed to gather more conclusive data, especially since the proposed increase from the current allowable 25% RAP to 75% is considered a "pretty big jump".
- **Regional Differences:** The abundance of RAP is observed mainly on the West side of the state, where contractors have large stockpiles, while on the East side, ground material is used directly on the job.
- **Industry Drivers:** The industry generates a substantial amount of RAP that is currently not finding its way back into asphalt mixes, causing stockpiles to grow and risking material ending up in landfills. Reusing these materials helps preserve native virgin aggregates. The 75% figure was noted as aspirational, with 50% potentially serving as an interim level for increasing recycled material use.
- **Regulatory Challenges:** Corey Shaw highlighted that the industry is facing challenges due to the Department of Ecology's draft general sand and gravel permit, which could negatively impact recycled aggregate and concrete operations.
 - Corey shared the following links to the draft permit:
 - <https://wq.ecology.commentinput.com/comment/extra?id=fBmrHTZte>
 - <https://fortress.wa.gov/ecy/ezshare/wq/permits/SGGP-2026-DraftPermit-Redline.pdf>

Fuel Cost Adjustment for Design Build

The team discussed parameters for implementing a fuel cost adjustment provision in Design-Build contracts to help mitigate risk.

- **Inclusion Type:** The consensus was to make the fuel cost adjustment an opt-in/opt-out provision. This allows contractors to opt out if they anticipate fuel prices dropping or if they have locked in fuel prices (mitigating the risk of having to pay back the difference if prices fall significantly).
- **Determination of Usage/Schedule:** The Design Builder should determine the schedule and amount of fuel usage. This determination would ideally occur after design refinement, possibly before issuing Notice to Proceed 2 (NTP 2), or another pre-construction decision point.
- **Frequency:** For administrative ease, reporting and adjustment calculations should be made on an annual basis rather than weekly, monthly, or quarterly, which would create a tracking nightmare for both the contractor and WSDOT.

- Project Applicability: The provision should likely apply to projects with longer durations, suggesting a threshold based on duration (e.g., greater than two years) or contract value (e.g., over \$150 million) to target major civil projects where fuel price risk is substantial.
- Validation Concern: The method for WSDOT to validate the fuel quantities reported by the Design Builder remains an open question that needs further discussion.

Widen GSP Draft Language

The discussion reviewed draft language regarding the widening of general specifications (GSP), particularly concerning measurement and payment.

- Measurement Unit: There was a concern that measuring by cubic yard in a truck bed is problematic because inspectors are not allowed to measure truck beds anymore. The Team generally preferred either ton measurement or bank yard (in-place cubic yard) measurement. The Team recommended that the unit of measurement should be by the ton.
- Lump Sum Option: The Team agreed that the lump sum option should be removed as it complicates change orders, especially in spot areas like guardrail bump-outs.
- Clarity: It was suggested that the language should clearly state the work is constructed separately from existing roadway embankment (rather than just adjacent roadways) to prevent contractors from claiming extra payment for work that should have been part of the initial roadway construction.

WSP/UPO Usage in Work Zones

The Team discussed inconsistencies in the use of Washington State Patrol (WSP) and Uniform Police Officers (UPOs) for work zone enforcement.

- Consistency Efforts: WSDOT is working to establish consistent policy, mandating the use of law enforcement on multi-lane, divided, high-speed roadways (45 mph+) without positive protection.
- Active vs. Passive Enforcement: While current policy favors active enforcement (writing tickets, roving patrols), WSDOT is exploring how to blend active and passive enforcement (visual presence/blue lights), noting that though passive presence reduces speeds initially, compliance decreases if no tickets are written.
- Availability Challenges: Industry representatives reported significant difficulty scheduling WSP, often receiving last-minute confirmation (48 hours prior) or denial, forcing them to scramble for UPOs.
- RCW Compliance: WSDOT is clarifying the General Special Provision (GSP) to ensure that State Patrol is given the first option/chance of refusal for state routes, aligning with RCW requirements. Additionally, UPOs used must be from the appropriate local jurisdiction (City or County).

Cost Escalation & Procurement Delays

- Electrical Material: A representative for electrical contractors noted that most of their items involve long lead times, and while inconsistent, they haven't encountered anything "insurmountable" lately.

Action Items

- Larry will follow up with colleagues regarding spearheading an independent study to review long term effects need for HMA grinding percentage proposals.

- John will update Widen GSP draft language to remove the lump sum option, clarify measurement units (suggesting ton/bank yard over truck yard), and clarify the distinction regarding adjacent roadways/existing roadway embankment. Also, check spec references.

Future Business

Reusing material on site (GVB, streambed materials, boulders, etc.)

Class B Structure Exc. Shoring – Request to Review Before Issuing

Use of Culvert Standard Plans – Are Precasters Using?

Potential Future Business

Fish Passage Cost Management / Buried Structure Std. Plan Feedback

Owner Protective Insurance

Next Meeting Date – January 29, 2026, 8:30-10:30am on Teams