

# AGC/WSDOT Structures Team Meeting

## Minutes - January 2026

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### 1. Meeting Summary

Meeting Title	AGC/WSDOT Structures
Date	January 22, 2026
Start Time	8:54 AM
End Time	9:30 AM
Duration	36 minutes
Total Participants	14

### 2. Participants

Name	Email
Jim Cuthbertson	jim.cuthbertson@wsdot.wa.gov
Chris Brueske	chris.brueske@wsdot.wa.gov
Bryant Helvey	bryant.helvey@grahamus.com
Alexandra Proszek	alexandra.proszek@wsdot.wa.gov
Piotr Jaszcak	piotr.jaszcak@oneatlas.com
Kelly Griffith	kelly@maxkuney.com
Jason Gregory	jgregory@structuraltec.com
Ryan Olson	ryan.olson@gcinc.com
Clay Prewitt	cprewitt@h2precast.com
Matthew Scarsella	matthew.s@scarsellabros.com
Eric Bowles	ebowles@concretetech.com
Lance Rasband	lrasband@michels.us
Archie Kollmorgen	archie.kollmorgen@atkn.com
Patrick Glassford	pat.glassford@wsdot.wa.gov

### 3. Agenda Items

- Safety Topic – Highway Worker Safety Awareness
- Foreign Drone Use on Federally Funded Projects
- Buried Structure Bedding Material – Standard Spec 6-20.3(6)A
- Elastomeric Bridge Bearings – Adhesive Requirements
- NCHRP 350 Barrier Sunsetting / MASH Transition
- Shotcrete Specification Updates (Informational)

### 4. Agenda Item Discussions and Action Items

#### Safety Topic – Highway Worker Safety Awareness

Jim Cuthbertson noted there was no prepared safety topic and opened the floor. Bryant Helvey referenced a recent AGC/WSDOT meeting and discussed the WSDOT Worker Memorial Fund, emphasizing that both WSDOT staff and contractors face hazards working around highways. He

reminded attendees that even those not regularly exposed to field risks can improve safety by slowing down, avoiding phone use, and driving cautiously through work zones. Jim Cuthbertson proposed expanding the Worker Memorial Fund into a broader “Highway Worker Memorial Fund” that would include contractor personnel. Ryan Olson voiced support, stating it was a “great idea.”

Action Item(s): Jim Cuthbertson to raise the concept of expanding the Worker Memorial Fund with WSDOT leadership.

#### **Foreign Drone Use on Federally Funded Projects**

Jim Cuthbertson introduced federal requirements restricting the procurement and operation of foreign-made drones on federally funded projects, noting that the issue extends beyond purchasing drones to their operation on projects. He acknowledged concerns regarding the significant cost difference between domestic and foreign-manufactured drones. Archie Kollmorgen stated that his firm actively uses drones for cut-and-fill calculations and model integration, and expressed concern about the practicality of the restriction, noting that public drone use is not restricted. Chris Brueske and Ryan Olson questioned enforcement mechanisms and certification requirements. Jim clarified that the mandate is federal law and likely unavoidable, potentially applying to both existing and future projects. Lance Rasband asked about implementation timing, and Jim indicated it could occur within months and apply to ongoing projects. Change order implications were discussed, with Jim stating WSDOT’s likely position would be that contractors bear costs due to change-in-law provisions.

Action Item(s): Contractors to submit written comments on the draft General Special Provision language to Jim Cuthbertson.

#### **Buried Structure Bedding Material – Spec 6-20.3(6)A**

Jim Cuthbertson proposed deleting the requirement for filter fabric over bedding material beneath precast buried structures. He explained the requirement references Section 9-08.6, which lacks acceptance criteria and QPL listings, and introduces ambiguity and potential delays. Matthew Scarsella noted the fabric appeared to be overkill. Discussion confirmed that WSDOT already controls bedding and leveling materials, reducing the risk of voids. General agreement was expressed that the requirement provides little benefit and could be deleted.

Action Item(s): WSDOT to proceed with deleting the filter fabric requirement from the specification.

#### **Elastomeric Bridge Bearings – Adhesive Requirements**

Jim Cuthbertson described a recent project where a bearing supplier declined to recommend an adhesive, prompting consideration of reinstating a default rubber cement requirement. He expressed concern that specifying rubber cement without material criteria could introduce ambiguity. Archie Kollmorgen and Ryan Olson stated that suppliers typically include adhesive recommendations with bearing pads. Bryant Helvey suggested identifying whether the issue

stemmed from a single supplier rather than a systemic problem. Consensus emerged that revising the specification without further investigation could be premature.

Action Item(s): Jim Cuthbertson to investigate the bearing supplier issue further before pursuing any specification change.

#### **NCHRP 350 Barrier Sunsetting / MASH Transition**

Jim Cuthbertson reviewed WSDOT's phased plan to sunset NCHRP 350 temporary barrier and transition to MASH-compliant systems by December 31, 2030. He explained the stepped approach is intended to balance safety goals with supplier inventory realities. Matthew Scarsella noted that requiring larger quantities too quickly could significantly increase costs. Chris Brueske referenced a Project Delivery Memo discussing reuse of existing barrier on preservation projects. Jim indicated WSDOT would issue a formal notice and post details publicly.

Action Item(s): WSDOT to publish formal notice outlining the stepped MASH implementation plan.

#### **Shotcrete Specification Updates (Informational)**

Jim Cuthbertson provided an overview of ongoing efforts to revise shotcrete specifications, including studies on structural performance, longevity, and aesthetics. He referenced national data collection efforts and experimental panels constructed for evaluation. Contractors expressed support for expanded shotcrete use, particularly for fish passage projects. Bryant Helvey stated contractors are supportive and willing to bring technical experts to future meetings. Jim noted challenges in relaxing testing and submittal requirements and welcomed contractor feedback.

Action Item(s): Jim Cuthbertson to distribute draft shotcrete specification language prior to the next meeting.

### **Details for Agenda Items**

#### **Foreign Drone Use on Federally Funded Projects**

##### **1-07.1(6) Unmanned Aircraft Systems**

*The procurement and/or use of any drone (UAS) to complete any primary or supporting tasks within the scope of this Contract will comply with the following directives.*

- *National Defense Authorization Act (NDAA) – American Security Drone Act of 2023 (ASDA, Pub. L. No. 118-31).*
- *Office of Management and Budget Memorandum M-26-02 – Restrictions on using federal funds to purchase or operate prohibited foreign UAS.*
- *Federal Acquisition Regulation Clause 52.240-1 – Prohibition on Unmanned Aircraft Systems Manufactured or Assembled by American Security Drone Act-Covered Foreign Entities.*

*Contractors, subcontractors, and lower tier subcontractors may not procure or operate prohibited UAS/drones manufactured or assembled by “covered foreign entities” as defined in the Federal Acquisition Security Council (FASC) in the performance of this Contract.*

### **Buried Structure Bedding Material**

Standard Specification 6-20.3(6)A **Bedding and Leveling** has the following requirement that I want to delete about filter fabric.

*...The Buried Structure bedding and leveling material shall be compacted in accordance with the Section 3-07.3(1)E requirements for backfill supporting Structures.*

*If the bedding material has voids after compaction, then a Filter Fabric, conforming to Section 9-08.6, shall be placed over the bedding to separate the leveling course from the bedding material. Leveling material shall not be placed under precast reinforced concrete retaining walls.*

### **Elastomeric Bearings**

#### **6-02.3(19)      Bridge Bearings**

Bridge bearings include the following:

1. Elastomeric bearing pads conforming to Section 9-31.8(1).  
The Contractor shall adhere the elastomeric bearing pads to the concrete surface using the manufacturer's recommended adhesive product. **If the manufacturer does not recommend an adhesive, rubber cement shall be used.**

### **Barrier Sunsetting**

WSDOT has enacted a stepped implementation plan to gradually increase the number of projects requiring MASH compliant temporary barrier each year until the 12/31/2030 NCHRP 350 Temporary Barrier Sunset Date is reached. This will help ensure there are adequate stocks of MASH compliant temporary barrier available beginning 1/1/2031. The MASH compliant temporary barrier stepped implementation plan is as follows:

- Current – contracts with less than 1,000 LF of temporary barrier will only allow the use of MASH compliant temporary barrier
- Contracts advertised on or after September 2026 with less than 2,000 LF of temporary barrier will only allow the use of MASH compliant temporary barrier
- Contracts advertised on or after September 2027 with less than 3,000 LF of temporary barrier will only allow the use of MASH compliant temporary barrier
- Contracts advertised on or after September 2028 with less than 4,000 LF of temporary barrier will only allow the use of MASH compliant temporary barrier

- Contracts advertised on or after September 2029 with less than 5,000 LF of temporary barrier will only allow the use of MASH compliant temporary barrier
- December 31, 2030 (NCHRP 350 Temporary Barrier Sunset Date) – all contracts advertised after this date will only allow the use of MASH compliant temporary barrier

Minutes by: Chat GPT from MS Teams Transcript

Reviewed by: Jim Cuthbertson for accuracy, content and clarity