

Improving HMA Committee, Bullfrog – March 27, 2025 Meeting Minutes

Present	Name	Company	Present	Name	Company	Present	Name	Company
X	Anderson, Taj	Poe		Fishel, Greg	Miles	X	Pedroza, Jared	CalPortland
	Anderson, Cooper	Am. Rock	X	Gent, Dave	WAPA	X	Schofield, Dave	CWA
X	Beier, Spencer	WSDOT	X	Habbouche, Jhony	Asphalt Inst.	X	Schofield, Kim	WAPA
X	Bender, Riley	WSDOT	X	Hill, Kentin	Granite	X	Schultz, Brett	Miles
	Benson, Ed	Interstate C&A	X	Huang, Shin-Che	FHWA	X	Swearingen, Shawn	Inland
X	Carlie, Karen	WSDOT	X	Johnson, Torrey	Tucci & Sons		Terrill, Keith	Road Science
X	Christensen, Chris	AAR Testing	X	Kull, Spencer	CalPortland	X	Waligorski, Kevin	WSDOT
X	Clayton, E. J.	Granite	X	McLaughlin Sean	WSDOT		Webster, Garrett	WSDOT
X	Crouse, Jeff	Lakeside		Methvin, Dave	Central Pre-Mix	X	Williams, Chris	ICON
X	Davis, Steve	WSDOT	X	Nelson, Laura	Lakeside		Winger, Leon	WSDOT
X	Durrani, Akmal	WSDOT	X	Pederson, Chris	CTL			

OLD BUSINESS Roll call/Introductions: Mohamed Nimeri has left WSDOT for a Consultant, Karen Carlie is the acting State Pavement Engineer. Additional attendees, Kristi Olsen (WSDOT), Sallie Houston (Granite), Ron Mathews (Miles).

14-16 Concerns with SAM

- October 31, 2019 – Dave Gent,
 - October Construction Manual update: Dyer
 - Prepave meeting – discuss process of notifying mixture and compaction results
 - Prepave meeting – timely results needed to keep track of CPF
 - Inspector roles and responsibilities – OK to provide unofficial results at time of testing
 - Data on timeliness of data entry: Kurt Williams
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 - Granite pointed out some project they had issues with Timely SAM Data entry, Timely Challenges, Timely Min Agg data entry, and accuracy of Challenges.
 - Requesting time limit for Min Agg, and Min Agg samples run per mix design and not combined together (is this a new topic?).
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(intersections, turn lanes, etc.) not completed during the main paving operation to be broken out into a separate lot with varying subplot sizes?

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- October 19, 2023: This is an ongoing internal issue. Continues to be problematic particularly with GEC's and Design Build. Steve noted WSDOT looking at separate training or inclusion into current WSDOT training for GEC's on material documentation including SAM data. WAPA volunteered to help.
- March 28, 2024: Some discussion in the Joint Training first of March. Covered in the internal Materials Quality Assurance Training held 3/20/24. Update on external training? Idea to expand certification to not only gauge operation and test procedure, but also review specification, construction manual, SAM/MATS
- October 31, 2024:
- [March 27, 2025: SAM data discussed at the WAPA/WSDOT Joint training the week of March 10th, and also a topic in the WSDOT 2025 Materials Quality Assurance Training held March 19th and involving over 440 WSDOT employees, also on the agenda for the Construction Academy April 14-16.](#)

19-09 Is WSDOT cooling the pavement adequately before taking cores?

- October 31, 2019 - Dave Gent – Is a change to the coring test procedure needed to address this? A couple of ideas that came up included modifying **SOP 734** to require the use of ice if coring the same day, or maybe require the contractor to acquire the cores. Bob and Kurt will review with regions.
- June 9, 2020 - Procedure discussed with Region IAI's. Appears to be more related to education than a problem with the test procedure. This has been addressed and WAPA has been asked to bring problems forward if they occur.
- November 5, 2020 – This issue was brought up on at least one occasion this year. Should the responsibility for taking cores be transferred to the Contractor? Dave Gent to review the idea of contractor coring with other WAPA members, Joe DeVol/Kurt Williams to review idea with Region Materials Engineers.
- April 29, 2021: Update on cores. Joe DeVol - There's a push for contractor provided coring but some resistance in areas of WSDOT. Leon brought up a scenario where the contractor releases the mat for coring, and the contractor takes care of the icing if they feel it's needed.
- October 28, 2021 – WSDOT is resistant to modifying coring test procedures. There are standard items for contractor coring of bridges and roadway in the specifications that can be included in contracts or change ordered in if requested and accepted.
- April 28, 2022 – Coring multiple lift paving too early. Issue potential on fish passage work particularly. (Possibility - Require waiting 24 hours minimum to core multi-lift paving?) Random sampling concern – coring multiple lifts at same time. What challenges are we having out in the field?

- November 3, 2022 – A question was raised about the use of liquid nitrogen. It is allowed in the testing procedures, has anyone used it and if so how much was used? Brief Discussion that the use of nitrogen is allowed by the test procedure, but no one at the meeting was aware of it being used.
- April 13, 2023: Discussion was focused around projects with multiple paving lifts paved in the same day (fish passage type projects). Options could be to require cores the following day (would require modification to spec or test procedure, see entry from April 2022), use gauge correlated to the same mix on another job if available, or investigate possibility of the RDM.
- October 19, 2023: The test procedures allow use of ice. Up to the qualified tester to determine need. There is a shift to more contractor provided cores in some areas. WAPA has a specific request to restrict coring of multi-lift pavement sections (more than 4") to 24 hours after paving.
- March 28, 2024: Discussed at Compaction Subcommittee meeting held 3/1/24. WSDOT putting together language to modify 5-04.03(10)C2 to require coring for multi lift paving to be done the following day/shift.
- October 31, 2024: The Olympic Region is interested in using Liquid Nitrogen in their coring operations. Also, 5-04.3(1)C2 of the 2025 book was revised to read: *"HMA cores shall be taken prior to opening to traffic the same day that mix is placed except acceptance cores for multi-lift paving with total depths exceeding 0.35' paved in the same day shall be taken the following day, or as approved by the Engineer to allow for cooling of the pavement. Multi-lift paving may be opened to traffic prior to HMA Coring."*
- March 27, 2025: Covered the updated 2025 spec language in the WAPA/WSDOT Joint training. A follow up question was raised about the liquid nitrogen method to cool the pavements. Olympic region did look into this, but it was not used to our knowledge. With the recent revisions to the specifications this topic will be removed from the next agenda.

21-03 RAP Reset Update

- April 29, 2021 - Joe DeVol: Data will be sent out as soon as it's finalized. This may lead to new spec changes...Stay tuned.
- October 28, 2021 – Steve Davis to provide update. Steve Davis to set up a presentation with Adam Hand to go over RAP Reset study. Discuss potential changes resulting from this study at the next meeting.
- April 28, 2022 – Adam Hand presented findings at meeting on 4/7/2022 (see attachment), how will this information be used moving forward? Look into getting a new RAP Reset subcommittee together. (Higher RAP, RAP Reset modifications, Green HMA)
- November 3, 2022 – Logan Cantrell – Proposing bumping RAP to 50% and to get the ball rolling on a RAP Reset subcommittee to see how we can expand the use of RAP. Logan volunteered to do a trial very high RAP project. Dave Gent noted it would be good to stay ahead of the climate initiative wave which is pushing for higher use of recycled materials. Currently only 2 contractors using the existing high RAP any RAS specifications.
- April 13, 2023: Considerations include requiring RAP in mix designs on any RAP project, reviewing how RAP will affect EPD's, would like to get a better measure of how much RAP is being used. Plan to put together a RAP Reset Subcommittee to review adjustments.
- October 19, 2023: Need to put **subcommittee** together to review. WSDOT is open to high rap MD's if requested by contractor. Other associated topics include requiring RAP in the MD process for all RAP mixes, not just high RAP. Increasing the use of RAP in base mixes. Review the use of RAP for EPD's. How to acquire RAP samples when the RAP is coming of the job being repaved. Are there ways to simplify the RAP MD process. Using BMD principles to evaluate RAP mixes.
- March 28, 2024: RAP Reset Subcommittee met 3/7/24, see attached notes. WSDOT open to high RAP mixes but there are noted hinderances. Also interest in including RAP in the MD process for all projects using RAP although noted challenges in that as well. WSDOT working on 9-02.1(4) "Performance Graded

(PG) Asphalt Binder” changes to better define the specification regarding blended binder in High RAP/RAS mix designs.

- October 31, 2024: How to include RAP in the MD process, may be better for the RAP Reset subcommittee this winter.
- March 27, 2025: The main topic from this report that has been discussed is incorporating RAP in the mix design for any RAP incorporated, not just high RAP. This may be a logistical issue, particularly for Eastern Washington jobs where the RAP is often coming from the job being paved and thus not available during the MD process. It was suggested to remove this topic.

21-06 Indirect Tensile Strength Requirement – This item has morphed into IDEAL-CT Implementation

- October 28, 2021 – Request by Kentin to eliminate IDT until IdealCT implemented. Has there been any failures from IDT? Steve Davis noted the IDT is a test run that is counter to the Hamburg to ensure the mix is not too stiff. Verification compared back to the design. Need to keep this test. A question was raised about increasing the spec when different binder grade mixes are tested.
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- October 19, 2023: Steve to give update. Report coming out soon, how do we take the information and use in a way that works for our setup? Looking at putting together a **subgroup** in January ’24. Logan has some aging data on IDEAL CT and will send over. Kim to follow up with Steve on the subgroup.
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22-05 Density Accuracy

- November 3, 2022 – Logan brings up a couple of things on accuracy. One topic is that he’s noting more often than not the agency test is testing low theorizing an unlevel surface or rock propping the gauge up. Recommends switching to Method A of 2 1-minute tests under AASHTO T 355 (currently not recognized by WSDOT. Also, would like ability to retest high shots, 100 plus. And proposing an adjustment to 5-04.3(10)C4 which limits retest request to noon the day following the subplot test result provided or made available and only allowed when the lot is running below 1.0. Proposing to remove

the timing requirement allowing retest requests when the lot falls below 1.0 if at a later time. Method A was the old procedure, WSDOT worked with Troxler to change to the current procedure which is more accurate. Could be some training to ensure gauges are not rocking or sweep prior to initiating the test. WSDOT will touch bases with WAQTC training. WSDOT will also review the current specifications for coring low tests in lots at or above 1.0 and will look at how to handle very high test results.

- April 13, 2023: Continued discussion on the 1 four-minute test vs. 2 one-minute tests at 90 degrees (this was discussed in FHWA review of WSDOT specs 5/12/23). Also requests to allow retest of sublots exceeding 100% and allowing retests on low sublots when CPA for lot is 1.0 or above.
- October 19, 2023: Based on latest FHWA spec review recommendations and to address concerns with DBB and DB contracts WSDOT is looking at expanding coring for density acceptance as an additional density tool on certain projects. The goal is not to replace the nuclear density gauges at this point, but to develop a working GSP that would allow WSDOT an additional density tool for possible use on certain projects. Would like to work together with WAPA to develop a trial spec and test it out on a couple of projects. Initial considerations include changing the subplot size to reduce the number of cores required, contractor provided traffic control and contractor obtain the core then transfer to WSDOT inspector for testing by WSDOT.

This topic generated lots of discussion with general disagreement in the idea from WAPA members and Region Materials Engineers. Comments include (a **subcommittee** will be assembled to investigate):

- Added time for coring impacts work hour restrictions reducing paving time and exposing contractors to LD's
- Cooling cores noting only 1 shot at getting a core due to no retest/challenge option
- Delayed test results
- Reduced ability to correlate contractor QC gauges
- Increased staff and equipment requirements
- Local Agencies who rely on WSDOT spec's, although they can keep APWA spec's
- Coring is a destructive test
- Chain of custody concerns with sampling and testing
- Reduced sampling results in less data for statistical analysis
- Why deviate from the accepted AASHTO T355 standard?
- Would be better off trying to fix the Nuclear Gauge/SAM issues, ideas include:
 - Go to Two 4-minute tests at 90 degrees and reduce the tolerance
 - Use thin lift gauges exclusively 3450's or 4640's?
 - Follow through on training, including GEC's
 - Require Nuclear Gauge documentation from GEC's and DB QA firms.
 - Continue to look at new technologies, RDM etc.
- March 28, 2024: This topic was touched on in the Compaction Subcommittee and was a topic in the Joint Training.
- October 31, 2024: Instruction Sheets added to gauge boxes including language regarding "Erroneous or Suspect Gauge Readings" (attached). Focusing on training and ensuring testers are qualified. Looking at a couple of trial Design/Build projects using Cores instead of Nuclear Gages for densities.
- [March 27, 2025: Reviewing template updates for Design Build jobs, looking at requirement to submit calibration documentation for QC gauges. Review gauges and correlations during pre-paving meetings. Chris Christiansen noted a number of DB jobs they are involved with are using cores.](#)

22-09 Sample Splitting Protocol

- November 3, 2022 – New topic for the next meeting

- April 13, 2023: Concern is that the current process is subject to some variability, looking to tighten up so it's more consistent. One area is for contractor and WSDOT testers to coordinate methods and use same methods throughout the job. Dave S. and Kentin to put something together for a recommendation. Steve Davis will also look at WAQTC training.
- October 19, 2023: Steve did not find any existing videos. Kim will take the lead on working with WAQTC to put a video together showing best practices and how different methods can result in different results.
- March 28, 2024: Kim to put together a video in coordination with trainers.
- October 31, 2024: Nothing new on this topic.
- [March 27, 2025: Nothing new](#)

24-01 GEC/Design Build QA

- March 28, 2024: GEC/Design Build QA. Discussed in the GEC Subcommittee on 3/8/24 (see attached notes), also a topic at the Joint Training.
- October 31, 2024: HQ materials has hired a new position: Materials Quality Oversight Engineer dealing with Design/Build, SAM, F & t analysis for QV, Quality
- [March 27, 2025: Noted that PEO's need to set up SAM before GEC's can populate which is causing delays on some jobs. Also noted that for DB jobs with DB doing QA and WSDOT doing QV there needs to be additional burn bags put together to calibrate the additional ovens. Look at bumping from 16 to 20?](#)

New Items:

25-01 Improving Mixture by adjusting D/A:

- [March 27, 2025: 2023 FHWA asphalt specification review \(attached\) recommended considering lowering the upper spec limit for D/A from 1.6 down to 1.2 to align with AASHTO M323 guidance for fine-graded mixtures. It was pointed out that the majority of the mix designs on the QPL are considered coarse-graded and thus do not qualify for the reduction per AASHTO. WSDOT to verify.](#)

25-02 What's the future for EPD's:

- **Climate Challenge** – 4 contractors have volunteered to participate in the study. Tucci, CWA, Granite, and Poe. Investigation to be completed this paving season.
- [March 27, 2025: This study is wrapping up at the end of next month, Karen Carlie provided an update. UW has put together 9 YouTube videos on the topic. Stakeholder meetings ongoing to look at potential spec changes. The LCTM Grant is on hold. There remains lots of discussions to be had before moving forward.](#)

25-03 Performance Graded Binder Spec Change - Jnr:

- [March 27, 2025: Kentin brought up some concerns with a spec change made in the 2025 book in section 9-02.1\(4\) regarding Jnr requirements for high RAP mixtures. This was mentioned briefly in the RAP Reset item and RAP subcommittee. The spec was implemented by WSDOT materials to address a gap in the requirements when we switched to the MSCR method for grading asphalts. Some high RAP binder blends were not grading out at the specified grades but were passing MSCR.](#)

Other:

Advanced Schedule of Contracts: Review the [potential project list](#) for 2025 paving.

- **March 27, 2025** - Discussed the potential funding outlook for Preservation as the legislature is in session. Advancing the majority of the Pavement Preservation funding for 25/27 biennium into the first part of 2025 resulting in multiple paving projects coming out this spring for construction after July 1st (thus expenditures in the 25/27 biennium). Question regarding getting mix designs turned around with the late AD's, lab noted they have received several "Replacement" mix designs to date and are ready for new mix designs to come in.

SET DATE FOR NEXT MEETING –

Date:

Time: 9:00 a.m. to 12:00 p.m

Location: Bullfrog (code 4551#)



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OLD BUSINESS Roll call/Introductions: Leon Winger has retired from SW Region, new RME is Michael Chen who came to WSDOT from Western Federal Lands.

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- [October 9, 2025: Working on putting "guardrails" into SAM so that outlier test data is flagged when entered into SAM as an indicator that there is an acceptance limit concern with the data. Look into automatic notifications from SAM when new test data entered.](#)

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- October 9, 2025: Update from the Lab. Sean McLaughlin is a member of the NAPA BMD Implementation Working Group. WSDOT continues performing parallel testing and narrowing in on repeatability which is an issue nationwide. NCAT putting together some guidelines. Chris Pederson also noted he's doing some Ideal CT testing but using a different aging procedure.

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- April 13, 2023: Continued discussion on the 1 four-minute test vs. 2 one-minute tests at 90 degrees (this was discussed in FHWA review of WSDOT specs 5/12/23). Also requests to allow retest of sublots exceeding 100% and allowing retests on low sublots when CPA for lot is 1.0 or above.
- October 19, 2023: Based on latest FHWA spec review recommendations and to address concerns with DBB and DB contracts WSDOT is looking at expanding coring for density acceptance as an additional density tool on certain projects. The goal is not to replace the nuclear density gauges at this point, but to develop a working GSP that would allow WSDOT an additional density tool for possible use on certain projects. Would like to work together with WAPA to develop a trial spec and test it out on a couple of projects. Initial considerations include changing the subplot size to reduce the number of cores required, contractor provided traffic control and contractor obtain the core then transfer to WSDOT inspector for testing by WSDOT.

This topic generated lots of discussion with general disagreement in the idea from WAPA members and Region Materials Engineers. Comments include (a **subcommittee** will be assembled to investigate):

- Added time for coring impacts work hour restrictions reducing paving time and exposing contractors to LD's
- Cooling cores noting only 1 shot at getting a core due to no retest/challenge option
- Delayed test results
- Reduced ability to correlate contractor QC gauges

- Increased staff and equipment requirements
- Local Agencies who rely on WSDOT spec's, although they can keep APWA spec's
- Coring is a destructive test
- Chain of custody concerns with sampling and testing
- Reduced sampling results in less data for statistical analysis
- Why deviate from the accepted AASHTO T355 standard?
- Would be better off trying to fix the Nuclear Gauge/SAM issues, ideas include:
 - Go to Two 4-minute tests at 90 degrees and reduce the tolerance
 - Use thin lift gauges exclusively 3450's or 4640's?
 - Follow through on training, including GEC's
 - Require Nuclear Gauge documentation from GEC's and DB QA firms.
 - Continue to look at new technologies, RDM etc.
- March 28, 2024: This topic was touched on in the Compaction Subcommittee and was a topic in the Joint Training.
- October 31, 2024: Instruction Sheets added to gauge boxes including language regarding "Erroneous or Suspect Gauge Readings" (attached). Focusing on training and ensuring testers are qualified. Looking at a couple of trial Design/Build projects using Cores instead of Nuclear Gages for densities.
- March 27, 2025: Reviewing template updates for Design Build jobs, looking at requirement to submit calibration documentation for QC gauges. Review gauges and correlations during pre-paving meetings. Chris Christiansen noted a number of DB jobs they are involved with are using cores.
- [October 9, 2025: Adding requirement for Design Builders to submit annual calibration documentation for their gauges to the DB Templates. This is in line with the testing requirements for the testing requirements for T310 \(soil densities\) and T355 \(HMA densities\). Are the GEC's required to meet the same requirements to provide calibration data? \(IAI covering GEC's?\). Discussion regarding cores vs. nuke gauge for Design Build. Karen Carlie mentioned her review of nondestructive testing other than Nuke gauges. Not ready for QA but could be helpful if roller mounted, can sense differences in density but not able to calibrate to a percentage very reliably. FHWA does not allow non-nuke testing, prefers cores for acceptance, WSDOT not ready to make that step at the moment.](#)

22-09 Sample Splitting Protocol

- November 3, 2022 – New topic for the next meeting
- April 13, 2023: Concern is that the current process is subject to some variability, looking to tighten up so it's more consistent. One area is for contractor and WSDOT testers to coordinate methods and use same methods throughout the job. Dave S. and Kentin to put something together for a recommendation. Steve Davis will also look at WAQTC training.
- October 19, 2023: Steve did not find any existing videos. Kim will take the lead on working with WAQTC to put a video together showing best practices and how different methods can result in different results.
- March 28, 2024: Kim to put together a video in coordination with trainers.
- October 31, 2024: Nothing new on this topic.
- March 27, 2025: Nothing new
- [October 9, 2025: Kim getting some videos put together.](#)

24-01 GEC/Design Build QA

- March 28, 2024: GEC/Design Build QA. Discussed in the GEC Subcommittee on 3/8/24 (see attached notes), also a topic at the Joint Training.
- October 31, 2024: HQ materials has hired a new position: Materials Quality Oversight Engineer dealing with Design/Build, SAM, F & t analysis for QV, Quality

- March 27, 2025: Noted that PEO's need to set up SAM before GEC's can populate which is causing delays on some jobs. Also noted that for DB jobs with DB doing QA and WSDOT doing QV there needs to be additional burn bags put together to calibrate the additional ovens. Look at bumping from 16 to 20?
- October 9, 2025: DB jobs are requesting additional oven calibration burn bags, may situationally go to 20. CTL and AAR can batch up additional bags too.

25-01 Improving Mixture by adjusting D/A:

- March 27, 2025: 2023 FHWA asphalt specification review (attached) recommended considering lowering the upper spec limit for D/A from 1.6 down to 1.2 to align with AASHTO M323 guidance for fine-graded mixtures. It was pointed out that the majority of the mix designs on the QPL are considered coarse-graded and thus do not qualify for the reduction per AASHTO. WSDOT to verify.
- October 9, 2025: After reviewing the majority of the mix designs are considered coarse graded and meet the current D/A standards. There are currently 7 fine graded designs. Of the 7, three exceed the D/A in their MD submittal. WSDOT is considering adopting M323 D/A for Fine Graded mix. Continuing to monitor.

25-02 What's the future for EPD's:

- **Climate Challenge** – 4 contractors have volunteered to participate in the study. Tucci, CWA, Granite, and Poe. Investigation to be completed this paving season.
- March 27, 2025: This study is wrapping up at the end of next month, Karen Carlie provided an update. UW has put together 9 YouTube videos on the topic. Stakeholder meetings ongoing to look at potential spec changes. The LCTM Grant is on hold. There remains lots of discussions to be had before moving forward.
- October 9, 2025: The LCTM Grant is gone. There has been some discussion about applying the State of Washington Buy Clean Buy Fair requirements (provide EPD's) to horizontal construction. Currently only vertical.

25-03 Performance Graded Binder Spec Change - Jnr:

- March 27, 2025: Kentin brought up some concerns with a spec change made in the 2025 book in section 9-02.1(4) regarding Jnr requirements for high RAP mixtures. This was mentioned briefly in the RAP Reset item and RAP subcommittee. The spec was implemented by WSDOT materials to address a gap in the requirements when we switched to the MSCR method for grading asphalts. Some high RAP binder blends were not grading out at the specified grades but were passing MSCR.
- October 9, 2025: This topic only affects a few Granite High RAP mix designs. There is some ongoing discussion offline between Granite and WSDOT.

New Items:

25-04 Proposed Edits to QC2 Std Practice for Asphalt Suppliers:

- October 9, 2025 – Section 7 add-on stipulates that multiple formulations of the same grade of binder from the same supplier are not allowed. Only one formulation per grade per supplier is allowed on the QPL.

25-05 Aggregate Source Approval Spec Update 1-06.1(3):

- October 9, 2025 – Aggregates imported from another source for blending or other purposes must have a separate ASA from the original source where the imported material was mined/excavated prior to use.

Other ASA concerns with delayed testing and testing requirements. A question was raised about “replacement” ASA tests similar to MD’s?

25-06 Improving Mixture by reducing Va for production (3.5?):

- October 9, 2025 – WSDOT is putting together a small workgroup to take a closer look at this. Discussion surrounding just designing to 3.5% Va in the MD process, or regressing the voids by designing to 4.0% but accepting during production at 3.5%, would have to adjust Pb too. A question was also raised regarding keeping the Control Point GSP allowing the #8 & #200 to extend beyond the control point. Steve will look into how other states are handling this.

Other:

Materials Lab Business Process: Update.

- October 9, 2025 – New invoicing going well, still catching up on the older invoices. Feel free to reach out if you have any questions about your company’s situation. Cost estimates to cover MD reviews have gone up to cover nominal WSDOT COLA. There have been some discussions about possibility of doing agreements with larger paving companies that would cover multiple MD reviews. – Potential to do Biennium or FY agreements however the MD# would not be tied to the Billing. Kim asked about a master agreement with task orders for different MD’s?

2026 Standard Specifications Reorganization: FYI

- October 9, 2025 – In case you haven’t noticed the 2026 Standard Specifications have been reorganized. The primary reason for this change was to remove Traffic Control from Division 1. FHWA retains firm control over any modifications to the Division 1 contracting regulations which Traffic Control did not fit (crosswalk spreadsheet attached). Summary below:
 - Division 2 will change to: Temporary Features. The following are the sections that will move to this new division in the 2026 Standard Specifications
 - 1-09.7 (Mobilization) will move to 2-01
 - 1-07.23 (Public Convenience and Safety) will move to 2-03
 - 1-10 (TC) will move to 2-04
 - 2-02 will be vacant for anything that needs to be moved before Traffic control in the future.
 - Division 3 will be changed to Earthwork.
 - 2-01 through 2-12 will change to 3-01 through 3-09
 - The 3 Vacant chapters in Division 2 are being deleted.
 - Division 4 will be Aggregates and Bases.
 - 3-01 through 3-04 will change to 4-01 through 4-04,
 - 4-02 (Gravel Bases) will be moved to a GSP since it is used infrequently
 - 4-04 (Ballast and Crushed Surfacing) will become 4-05.

Partnering:

October 9, 2025 – Kevin discussed WSDOT’s updated Partnering Manual and the interest in including Partnering on smaller projects. One outcome would be Escalation ladders for contractors and PEO’s to be able to define and include contacts for escalation of issues.

HiMA:

October 9, 2025 – Riley Bender discussed some research he has been looking into on Highly Modified Asphalt pavements (HiMA). Utah has been implementing and Riley is looking into applying in Washington. Would include bumping asphalt grades and potentially reducing Va. Utah is seeing SMA type performance but rather than 25%-30% more cost than standard mixes closer to 10% more cost.

SET DATE FOR NEXT MEETING –

Date: April 3

Time: 9:00 a.m. to 12:00 p.m

Location: Virtual