

AGC/WSDOT Structures Team Meeting

Minutes - January 2026

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
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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 manufacture 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

AGC/WSDOT Structures Team

Meeting Minutes

April 16, 2026

Meeting Details

Meeting Title	AGC/WSDOT Structures
Date	April 16, 2026
Start Time	8:55 AM
End Time	10:26 AM
Duration	1h 30m

Participants

Name	In-Meeting Duration	Email
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1. Executive Summary

On April 16, 2026, representatives from the Associated General Contractors (AGC) and the Washington State Department of Transportation (WSDOT) convened for a technical briefing and constructability review of critical infrastructure projects. The primary focus involved two major regional projects: the Cat Whisker Creek Bridge fish passage project in Kenmore and the SR3 Freight Corridor (Belfair Bypass).

The meeting facilitated a deep technical exchange regarding wall construction constraints, subsurface challenges, and federal regulatory requirements. Significant administrative updates were also finalized, including the upcoming leadership transition within the WSDOT Structures co-chair position and the formalization of a Shotcrete Task Force aimed at modernizing technical specifications and aesthetic standards for the department.

2. Project Briefing: Cat Whisker Creek Bridge

2.1 Project Scope and Timeline

Located on SR522 in Kenmore, this project involves the removal of a 6'x3' concrete box culvert that currently acts as a fish passage barrier. It will be replaced with a buried structure designed for a 24-foot wide stream channel—a significant expansion over existing conditions to meet tribal and WDFW requirements.

- **Advertisement:** Spring 2027
- **Construction Start:** Fall 2027
- **Completion:** Fall 2029 (Tentative)

2.2 Three-Phase Construction Plan

To accommodate the high traffic volumes on SR522, WSDOT is committed to maintaining two open lanes at all times via a three-phase execution strategy:

- **Phase 1:** Construction of westbound lanes and shoulder, supported by two new walls.
- **Phase 2:** Utilization of middle lanes to maintain bi-directional traffic flow.
- **Phase 3:** Construction of the southern bridge section and the replacement of the existing retaining wall (Wall 5).

2.3 Wall 5 Replacement: Scour and Technical Constraints

The replacement of "Wall 5," an existing soldier pile/tie-back wall, is a central technical challenge. While salvaging the existing 2015 wall was discussed, it was determined that portions of the wall must be replaced due to current scour requirements. The new design requires a deeper embedment to handle increased retained height and modern seismic surcharge loads, which the original piles are not rated to withstand.

A critical coordination point involves the "angle point" where the new structure transitions back to the existing grade. The design team must ensure a seamless interface as the replacement length continues to be refined.

2.4 Constructability and Anchor Management

The team analyzed two primary construction methods for the new wall:

- **Reach-Over Drilling:** Preferred for economic efficiency, though industry partners noted a 15-foot maximum reach limit for drill rigs before losing the rigidity required for precise placement.
- **Bench Construction:** Building a 20-foot wide bench at the bottom of the slope to support drill rigs. While this provides stability, the steep contours and limited access make this logistically strenuous.
- **Existing Tie-backs:** Due to the difficulty of detensioning anchors encased in fascia concrete with no remnant strand to grab, industry experts suggested "burning PT strands" one at a time with a torch. However, the consensus is to abandon anchors in place and cut the existing wall 2 feet below the surface. The new design will leverage the "arching action of the soil" to drill between existing anchors where possible.

3. Project Briefing: SR3 Freight Corridor (Belfair Bypass)

3.1 Corridor and Jurisdictional Constraints

This 7.5-mile new alignment is designed to accommodate "blade runners"—113-foot oversized loads. At the North End dual roundabout, the project connects to Lake Flora Rd, which is currently owned by the City of Bremerton.

3.2 Right-of-Way and Subsurface Conditions

The North End is heavily constrained by Suquamish Tribe parcels (BIA trust land). Because land acquisition is not feasible, the roadway prism is restricted to 120 feet, necessitating 17-foot retaining walls.

- **Soil Profile:** Subsurface conditions consist of five feet of adequate topsoil overlying a restrictive "hard pack" and solid clay layer, resulting in zero infiltration capacity.
- **Design Pivot:** To avoid expensive tie-back systems, the team is evaluating shifting the roadway alignment to the right. This shift aims to balance wall heights, potentially bringing the exposed height down to approximately 10 feet to allow for cantilevered soldier pile walls.

3.3 Technical Alternatives for High Walls

For the 17-foot sections where cantilevering is difficult, the team discussed:

- **Combi Walls:** Using a king pile and sheet pile system to increase structural capacity for the 20-foot cantilever limit.
- **Soil Nail Walls:** An alternative, though concerns remain regarding nails encroaching into tribal property boundaries.

3.4 FAA Compliance and Buried Detention

The project's proximity (within 10,000 feet) to the Bremerton airfield triggers FAA bird-strike regulations. These restrict pond depth and shaping to avoid attracting waterfowl.

- **Collaborative Solution:** The team proposed pivoting to buried detention structures (plastic or precast concrete vaults).
- **Strategic Benefits:** This shift eliminates bird-strike risks, removes the need for high-maintenance pond liners, and could potentially eliminate the 20-foot tall retaining walls required for open-air grading.

4. Leadership Transition and Organizational Updates

Jim Cuthbertson will retire effective May 22, 2026. **Chris Brueske** has been appointed as the new co-chair for the structures team, officially assuming the role in September 2026 following the summer recess.

5. Shotcrete Task Force Objectives

WSDOT is forming a mini-task force led by Concrete Specialist **Anthony Mizumori** and **Jon Keeth** to address industry pressure for expanded shotcrete use.

- **Technical Focus:** Evaluation of quality concerns, including voids, shadowing behind reinforcement, density, and permeability.

- **Aesthetic Evolution:** The department is moving away from the "Fractured Fin" finish, which is currently viewed as an outdated "80s-era" aesthetic. The task force will investigate modern, high-quality finishes.
- **Industry Engagement:** WSDOT is seeking volunteers with national experience in structural shotcrete application to assist in a "bottom-up" evaluation of current specifications.

6. Conclusion and Action Items

The meeting reinforced the value of early industry involvement in identifying constructability hurdles and design alternatives.

Next Steps:

- **Hydraulic Feasibility: Foster Johnson** will coordinate with the Hydraulics and Maintenance divisions to evaluate the feasibility of buried detention structures to mitigate FAA bird-strike risks and eliminate tall wall sections on SR3.
- **SR3 Alignment Review:** The design team will model a roadway shift to the right to balance wall heights and assess the viability of Combi walls.
- **Shotcrete Task Force Volunteers:** Industry partners are to provide contact information for specialized national shotcrete applicators to **Chris Brueske** by the end of May.
- **Cat Whisker Design:** Consor and WSDOT will refine the transition plan for Wall 5 at the angle point to ensure structural continuity with the existing grade.

Notes generated by AI

Checked by Cuthbertson.

AGC/WSDOT Structures Team

Meeting Minutes

October 8, 2026

- **Meeting Title:** AGC / WSDOT Structures Team Meeting
- **Date & Time:** October 8, 2026 | 9:54 AM – 11:05 AM PDT
- **Co-Chairs:** **Chris Brueske** (WSDOT Co-Chair) and **Bryant Helvey** (AGC Co-Chair)
- **Attendees:**
 - **WSDOT:** Chris Brueske, Geoff Swett, Pete Corley, Troy Watts, Patrick Glassford, Alexandra Proszek
 - **Industry / AGC:** Bryant Helvey, Ryan Olson, Dan Zimmerman, Kelly Griffith, Eric Bowles, Eli Reddell, Matt Mackinnon
 - **Guest Presenter:** Manny Hernandez (Concrete Reinforcing Steel Institute – CRSI)
- **Absences:**
 - **Ben Ford** (WSDOT Backup Co-Chair)
 - **Anthony Mizumori** (WSDOT Concrete Specialist)

Agenda & Discussion Summary

1. Welcome, Introductions & Administrative Items

- **Welcome & Team Mission:** **Chris Brueske** called the meeting to order, welcoming attendees back from the summer break. He reviewed the team's ongoing purpose as a collaborative monthly forum between WSDOT technical staff and AGC industry professionals to review bridge preservation, Division 6 specifications, constructibility reviews during design phases, and emerging industry practices.
- **Leadership Transition:** **Chris Brueske** announced that he has stepped into the role of WSDOT Co-Chair following the retirement of **Jim Cuthbertson**. **Bryant Helvey** continues as AGC Co-Chair, and **Ben Ford** serves as the WSDOT backup co-chair.
- **Meeting Invitations & Ownership:** **Chris Brueske** reported administrative friction with managing Jim Cuthbertson's inherited meeting series. He noted he will delete the existing meeting series from calendars and reissue a new recurring invite under his ownership.

2. Safety Topic: Fall Driving Hazards & Tire Maintenance

- **Seasonal Driving Risks:** **Bryant Helvey** delivered the safety briefing, focusing on the seasonal transition from dry summer weather to autumn and winter rains.

- Roadway debris, oils, and grime build up over long summer dry spells; the initial light rains float these contaminants, creating the most slippery road conditions of the year before continuous winter precipitation washes them away.
 - Complacency often develops during the summer regarding vehicle tire condition and tread depth.
 - **Recommended Action Items:**
 - Exercise heightened awareness that tire-to-road friction is at its lowest during early seasonal rains.
 - Conduct vehicle tire inspections to ensure adequate tread depth for winter readiness.
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3. Guest Presentation: Concrete Reinforcing Steel Institute (CRSI) Initiatives

Presenter: Manny Hernandez (Pacific Northwest Region Manager, CRSI)

- **CRSI Regional & National Role:**
 - **Manny Hernandez** introduced himself as the Pacific Northwest Region Manager, having succeeded **Paul Dye** following his retirement. He emphasized that CRSI serves as an engineering and educational resource across reinforcing steel design, specifications, and field applications.
 - CRSI launched an internal **Transportation Committee** approximately one year ago, spearheaded by **Greg Clausen** (National Transportation Manager), to actively align with state DOTs, participate in AASHTO committees, and address bridge infrastructure, constructibility, and durability.
- **Educational Publications & Upcoming Webinars:**
 - *Seismic Design Guide (ACI 318-25)*: CRSI published an updated design guide for ACI 318-25 (covering beams, columns, foundations, and slabs) and conducted a three-part webinar series dedicated to West Coast seismic design (eligible for 6 PDHs), which remains accessible on demand.
 - *Durability & Corrosion-Resistant Webinar Series*: A seven-part live weekly webinar series offering 1 PDH per session. Topics include:
 - Low-carbon chromium reinforcement (ChromX)
 - Accessories for corrosion-resistant reinforcement
 - Continuously galvanized reinforcement
 - Traditional and textured epoxy-coated reinforcement
 - Decisions shaping durable concrete infrastructure
 - Stainless steel reinforcement
 - **Chris Brueske** posted the direct registration link into the Teams meeting chat for all members.
- **Active AASHTO & National Committee Working Items:**
 - **Textured Epoxy-Coated Rebar**: Dual-coated reinforcement (standard green epoxy plus an outer textured epoxy layer) provides scratch/exposure protection and enhanced bond. CRSI is funding university load testing on anchorage and lap

splice performance with the goal of incorporating provisions into AASHTO and ACI design codes.

- **Bar Supports:** Modernizing AASHTO bar support requirements and incorporating CRSI standards into the AASHTO code.
 - **Stainless Steel Reinforcement:** Establishing a clear AASHTO adoption path for stainless rebar in special corrosion and seismic applications.
 - **Higher Strength Steel (Grade 100):** Early review for expanding Grade 100 rebar in Seismic Zone 2, analyzing impacts on ductility, welding, bending, coupler qualification, and supply.
 - **AASHTO BDS Section 5.6.7:** Evaluating proposed crack control language for columns and drilled shafts, which could impact longitudinal/transverse steel cage detailing and constructibility.
 - **State DOT Coordination & Standardization Efforts:**
 - *Alaska DOT:* Funding simplified verification testing for seismic mechanical couplers.
 - *Idaho DOT:* Reviewing ASTM testing provisions for coiled and spooled rebar regarding straightening, fabrication, mill records, and DOT acceptance.
 - *South Carolina DOT:* Clarifying mechanical coupler length measurement interpretations to streamline Qualified Product List (QPL) acceptance.
 - *Iowa DOT:* Early implementation of BIM for Bridges from design modeling through fabrication and rebar detailing.
 - *Multi-Agency Work (Caltrans, NYSDOT, VDOT, WVDOT, Ohio DOT, NJDOT, PANYNJ):* Identifying areas of regional friction regarding bar support types, concrete clear cover, and conflicting spec interpretations.
 - *Technical Guidelines on Field Issues:* Compiling nationwide guidance on field bending/re-bending limits, field straightening repairs, coupler testing criteria, and epoxy coating field damage repairs.
 - **Manny Hernandez** offered to coordinate mill, fabrication, or coating plant tours, technical presentations, or industry golf/luncheon events for WSDOT and local engineers.
 - **Discussion & Q&A:**
 - **Geoff Swett** asked if CRSI has interacted with Allium regarding stainless steel clad rebar, where stainless steel is welded around a standard A706 steel billet before hot rolling, noting AASHTO has an existing specification for clad rebar and it appears significantly more cost-effective than solid stainless steel.
 - **Manny Hernandez** indicated that while he knows the company, CRSI is not directly involved with that specific proprietary product yet. He noted that solid stainless rebar remains popular because damage to the outer layer cannot compromise internal protection, but clad products are continuing to pursue market acceptance.
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4. PTI 70 Certification for Post-Tensioning Systems

- **Discussion Background:** **Chris Brueske** brought forward an agenda item from former Co-Chair **Jim Cuthbertson** regarding industry experience with PTI 70 certification requirements for post-tensioning systems.
 - **WSDOT Technical Context:** **Geoff Swett** noted that **Anthony Mizumori** (WSDOT Concrete Specialist) led the update of WSDOT's post-tensioning specifications and was interested in whether local contractors or suppliers have undergone the certification process.
 - **Industry & Contractor Status:**
 - **Chris Brueske** reviewed notes provided by **Anthony Mizumori**, which indicated that WSDOT is not aware of any local contractor or supplier having completed this certification to date.
 - **Bryant Helvey** suggested carrying this item forward to the November meeting, noting that **Structural Technologies / VSL** (a post-tensioning specialist) is scheduled as the guest presenter and can provide direct perspective on achieving PTI system certification.
 - The committee agreed to keep PTI 70 on the agenda for November.
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5. Scrub Coats on Modified Concrete Overlays (Aggregates & Specifications)

- **Specification Interpretation Conflict:**
 - **Pete Corley** and **Chris Brueske** introduced an ongoing specification dispute regarding the requirement in WSDOT specifications to place a scrub coat and "remove coarse aggregate" during modified concrete overlay operations.
 - Differing interpretations have caused friction: some project offices believe the coarse aggregate must be screened out prior to delivery (slurry-only mix), others require brooming out aggregate after dumping, while some offices have faced contractor pushback questioning whether scrub coats are standard industry practice.
- **Field Practices & Contractor Perspectives:**
 - **Ryan Olson, Kelly Griffith, and Troy Watts** confirmed that standard industry practice is to discharge the standard overlay mix on the hydrodemolished deck, broom the mortar/slurry ahead of the finishing paver, and shovel or wheelbarrow off excess accumulated coarse rock.
 - **Kelly Griffith and Troy Watts** noted that ordering separate aggregate-free slurry trucks from batch plants is impractical, complicates batch sequencing during continuous placements, and creates risk of delivery delays.
 - **Ryan Olson** added that scrub coats cannot be placed too far ahead of the paver, or the slurry dries out and forms a bond breaker.
- **Technical Analysis of Aggregate Reincorporation:**
 - **Dan Zimmerman** explained that during typical overlay operations, the mix is broomed 5 to 10 feet ahead of the Bidwell finishing machine.
 - On a rough, hydrodemolished concrete surface, the slurry fills the irregular nooks and crannies. The distributed coarse aggregate particles become coated with paste

- and do not segregate into large dry nests; they are simply vibrated and reincorporated into the 2-inch overlay as a homogeneous deck mass.
 - **Dan Zimmerman** noted that requiring workers to pick up every loose aggregate particle is unnecessary and that neighboring DOTs (such as Idaho and Montana) do not even require scrub coats.
 - **Local Agency Precedent (Spokane Special Provision):**
 - **Dan Zimmerman** and **Pete Corley** highlighted that the City of Spokane encountered this dispute while administering a contract using WSDOT specifications.
 - **Dan Zimmerman** noted that **Mark** (City of Spokane) and **Jake Menard** drafted a revised special provision clarifying that aggregate removal is a contractor means-and-methods item and that coated aggregate reincorporation is acceptable.
 - **Resolution & Specification Cleanup:**
 - **Geoff Swett, Kelly Griffith, and Pete Corley** agreed that WSDOT's standard specification paragraph should be rewritten to remove ambiguity, set clear expectations, and avoid inconsistent enforcement across project offices and local agencies.
 - **Pete Corley** agreed to obtain the Spokane draft rewrite from Mark to review for potential statewide specification revisions.
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6. Committee Annual Goals & Upcoming Topics

- **WSDOT Bridge Preservation Mandate:**
 - **Bryant Helvey** shared that WSDOT leadership has asked the committee to evaluate new technologies, materials, and methods that WSDOT is not currently utilizing, specifically targeting **bridge preservation**.
 - Due to aging infrastructure, budgetary constraints, and preservation components present on nearly all current capital projects, WSDOT needs to stay informed on regional and worldwide preservation advances.
 - The committee will feature an outside industry guest speaker or dedicated preservation topic at each of its 7–8 annual meetings (requiring roughly 5–6 more topics for the year).
- **Proposed Focus Topics for Upcoming Meetings:**
 - *Project Constructibility Reviews:* **Ryan Olson** recommended continuing project-specific design reviews, which the committee agreed are highly beneficial.
 - *Shotcrete Specifications & Field Performance:* **Geoff Swett** advocated continued discussion on shotcrete, noting lingering inconsistencies in practice. **Chris Brueske** mentioned that WSDOT has an active consultant agreement conducting a field condition survey of legacy shotcrete installations. Furthermore, **Chris Brueske** and **Anthony Mizumori** are developing a pilot project specification update covering performance factors and construction requirements, with an update planned for November.
 - *Rapid-Set Calcium Sulfoaluminate (CSA) Cement Overlays:* **Geoff Swett** highlighted a recent emergency bridge repair on the Hoh River Bridge near Forks,

where rapid-set CSA cement with a mobile mixer achieved 3,800 psi compressive strength in three hours during a weekend closure. WSDOT just finished a research project at UW using CSA cements. The extra durability testing is being performed as part of the Hoh River project and is being done by a testing lab in Seattle called Seattle Concrete Lab/Amrize. The test is being performed as an informational test and is not a condition of acceptance. The test is ASTM C672 – Scaling Resistance of Concrete Surface Exposed to Deicing Chemicals. **Chris Brueske** confirmed that if durability results are favorable, WSDOT Construction will create a General Special Provision (GSP) for structural applications.

- **Process for Technology Adoption at WSDOT:**
 - In response to an inquiry from **Bryant Helvey, Geoff Swett and Chris Brueske** detailed how a new technology transitions from committee review to standard practice:
 1. **Internal Champion:** Identify a technical champion within WSDOT (Bridge & Structures Office or Construction Office).
 2. **Technical & Lab Evaluation:** Review independent test data, university research findings, and Bridge Technical Committee input.
 3. **Field Pilot / Test Project:** Deploy the product on an initial test contract using a project-specific Special Provision.
 4. **Standardization:** Transition the language into a General Special Provision (GSP), Bridge Design Manual (BDM) update, or WSDOT Standard Specification through the semi-annual specification revision cycle.

Follow-Up Tasks & Action Items

Task Description	Responsible Party	Target Date / Status
Reissue Meeting Calendar Invites: Cancel Jim Cuthbertson's existing meeting series and send a new calendar series owned by Chris Brueske.	Chris Brueske	Prior to November 2026 meeting
Obtain Modified Concrete Overlay Spec Rewrite: Contact Mark (City of Spokane) to acquire the revised special provision language regarding scrub coats and aggregate reincorporation.	Pete Corley	November 2026 meeting
Confirm guest Speaker for November: Finalize arrangements for Structural Technologies / VSL to present on post-tensioning systems and PTI 70 certification.	Bryant Helvey	November 2026 meeting
Legacy Shotcrete Survey Status: Check on the status of the consultant-led field survey evaluating legacy shotcrete installations.	Geoff Swett	November 2026 meeting

Shotcrete Pilot Project Update: Prepare an update on the shotcrete pilot specification and construction performance requirements.	Chris Brueske & Anthony Mizumori	November 2026 meeting
Preservation Topic Brainstorming: Submit candidate technologies, guest speaker contacts, or bridge preservation topics to Chris Brueske and Bryant Helvey for future agendas.	All Committee Members	Ongoing (next 5–6 meetings)
