

WAPA/WSDOT Paving Work Zone Risk Reduction Joint Committee

AGC of WA Facility Fife, WA

January 22, 2019

Members in Attendance:

Bob Adams; Atkinson Construction (AGC)	Craig Nickel, Lakeside Industries
Cal Beyer, Lakeside Industries (Co-Lead)	John Nisbet, WSDOT
Chris Christopher, WSDOT	Mark Ottele; Granite
Jon Deffenbacher; WSDOT	Amir Rasaie, WSDOT (Co-Lead)
Steve Haapala, WSDOT	Doug Stiffarm, Miles Resources
Derek Helt, Inland Asphalt (Spokane)	Brian Van, Atkinson Construction
** Mandi Kime; AGC of WA	Kevin Waligorski; WSDOT
Eric Mock, Lakeside Industries	** Rob Wynegar; Granite

** Signifies 1st meeting

Members not able to attend meeting:

Dave Gent, WAPA	Mike Stein, Granite
Eric Johnson/ Allison Russell; Central WA Asphalt	Lt. Mark Tegard; Washington State Patrol
Torrey Johnson, Tucci & Sons	Josh Swanson, Operating Engineers
Frederick Lintz, WSDOT	Billy Wallace, NW Laborers
Kris Rietmann, WSDOT	Brian White, WSDOT

Guests Attending: None

#1. Meeting called to order. Mandi Kime of AGC reviewed the emergency/safety procedures for facility.

#2. Cal Beyer reviewed WAPA Anti-Trust Acknowledgement on behalf of Dave Gent. All 16 attendees signed in.

#3. Introductions. All Committee members introduced themselves. It was reported that Kris Rietmann was promoted to Director of Communications for WSDOT. The Committee Roster was updated and posted on the Basecamp project portal.

#4. Old Business Updates:

- 1. Work Zone Safety Awareness Campaign** – Kris Rietmann was not available to attend due to ongoing communications with the Viaduct closure. Bob Adams provided an update of K2OH Consultant Kathy Hagler’s ongoing identification of possible funding sources. This includes a potential large donor that would require the support of AGC of WA again to accept and disburse grant or privately sourced funds to WSDOT. The primary emphasis of the funded program is work zone safety.
- 2. Ticketless System Pilot Project with AGC & WAPA** – Mark Ottele asked if WSDOT needs to approve or recommend software or the system. Chris Christopher and Jon Deffenbacher stated that WSDOT does not want to prescribe any specific software vendor/system. Likewise, WSDOT is open to accepting pilot projects from up to 3 asphalt contractors. The ticketless system pilots would be handled as a change order until a specification could be developed at the conclusion of the pilot

projects. Consensus of the group is this needs to happen for efficiency and especially for safety reasons.

Action Item:

1. Mark Ottele of Granite will lead a “Task Force” to coordinate this project with WSDOT. Jon Deffenbacher will be the WSDOT liaison. Other contractor volunteers are: Torrey Johnson of Tucci & Sons, and Craig Nickel and Eric Mock of Lakeside. Mark Ottele & Jon Deffenbacher will schedule a conference call to discuss next steps and outline deliverables and a timeline. John Nisbet suggested that the state’s weigh stations could be helpful.

3. Silica Work Group -- Jon Deffenbacher stated that WSDOT does not intend to convene a contractor work group to discuss specifications affecting contractor compliance with silica regulations. Jon Deffenbacher stated WSDOT’s goal to remove prescriptive specifications is mostly done with the exception of brooming for chip sealing. Jon Deffenbacher requested help from the group to review and modify the specification with respect to the silica standard.

Action Item:

1. Jon Deffenbacher will coordinate a review group with Rob Wynegar of Granite and Mandi Kime of AGC who offered to liaison with L&I. Jon Deffenbacher will schedule a conference call to discuss next steps and outline deliverables and a timeline.

4. Variable Speed Limits – Steve Haapala provided a summary on 3 open questions:

1. *Update on WSDOT’s plans to educate Regional staff to improve consistency on setting speed limits and if the training includes live jobsite visits for designers to see effects of work zone designs.*

Steve Haapala advised that the ongoing traffic control training at each region continues to be conducted. The variable speed limit plans are discussed and the plan sheet library is reviewed. Steve said the training does not include planned field visits to live projects. Derek Helt described a project near Spokane that was let without any reduction in speed and no provision for including variable speed limits. Chris Christopher reiterated the agency continues to evolve and transform its culture and consistency is the goal and it will take time. He said in the meantime it is acceptable for contractors to raise the issue locally and suggest change orders after award or asked questions pre-bid and an addendum may be able to address the speed issues.

2. *Enhance existing GSP and model work zone plans to show different set-up for advisory vs. regulatory signs.*

Steve Haapala advised that 40 mph is the target reduction in work zones when workers are present. He said the regions have discretion regarding if the reduction is regulatory or advisory. The group consensus is to continue moving toward regulatory signage rather than advisory to increase enforcement by law enforcement and achieve

volunteer compliance by truckers who know advisory cannot be enforced. Steve asked if WSDOT should send a Project Delivery Memo to project designers to get the official word out from WSDOT that the goal is to have all regions adopt variable speed limits using regulatory signs.

3. *What are the plans to reinforce the requirements for contractors improving consistency on sign management in variable speed limit configurations?*

The consensus of the group was that WSDOT should develop guidance for contractors on sign management expectations and requirements via a GSP.

Action Items:

1. Chris Christopher, John Nisbet and Jon Deffenbacher will develop a communication to designers to address the need for variable speed limits as a regulatory item either as a spec or via change order. In addition, they will discuss adding variable speed limits as a separate line item to the Project Design Checklist.
 2. Steve Haapala will develop a draft GSP on contractor sign management responsibilities and requirements by February 8th and post it on Basecamp for review and comments. Committee members are requested to review and provide feedback via basecamp by February 15th.
5. GSP on Reimbursement of Law Enforcement in Work Zones— Jon Deffenbacher responded to an open question: *Should WSDOT and contractors collaborate to determine responsibility and develop guidance for coordinating law enforcement work plans in work zones?* Jon Deffenbacher reminded that the GSP outlines the specific duties assigned to the law enforcement.

Consensus from the group on the need to improve consistency on multiple night projects with multiple officers, and determine when law enforcement is static presence or active enforcement. Steve Haapala advised that this GSP is included in training for the WSP as well as the WSDOT regions.

Action Item:

1. John Nisbet has meeting with WSP Ass't Chief Sass and he will ask WSP to share policies/guidelines to Troopers for working in work zones. John Nisbet will suggest that WSPT add to trooper duty checklist to attend the safety briefing.
2. The group discussed opportunities to coordinate and communicate with WSP Troopers, including:
 - WSP Region/District Lieutenant attend pre-construction meetings
 - Add to the agenda of the pre-paving meeting
 - Have trooper attend the pre-shift safety briefing at the beginning of each shift

6. New Business:

- A. WSDOT's Chris Christopher presented a diagram (see below) and discussed the evolution of the Work Zone Safety Task Force and the WAPA/WSDOT Paving Work Zone Risk Reduction Committee. Chris Christopher stated that this group keeps coming up with new ideas and is

helping WSDOT to address improvements in work zone safety. He thanked the group for the commitment and hard work in developing solutions that are proving to work.

This led to a discussion of what else this Committee needs to become stronger. The group discussed the pros vs. cons of adding representative(s) from WSDOT Maintenance Operations and deferred to Chris Christopher to make such an invitation if WSDOT would find this beneficial. Derek Helt suggested that a traffic control management company be invited. Ultimately, two companies were nominated and the group consensus was to add a maximum of two traffic control representatives.

Action Items:

1. Doug Stiffarm (Miles Resources) was asked to invite Anthony Stordahl from Novito to join the Committee. In addition, Eric Mock (Lakeside) was asked to invite Advanced Traffic Control to have a rep join the Committee.
- B.** A discussion was held on the WSDOT Maintenance operation testing of temporary rumble strips on a project in Colfax as reported:
<https://www.roadbridges.com/wsdot-deploys-temporary-rumble-strips-maintenance-work-zone>

Action Items:

1. WSDOT's Jon Deffenbacher said they would inquire about the product being used and the success of the pilot and determine if this is applicable for construction projects.
 2. Derek Helt (Inland Paving) offered to contact WAPA member Shamrock Paving and request more specific information about the pilot project.
- C.** The group decided to combine the review of the 7 priority issues/concerns to determine if completed or if more action needed to resolve them AND to prioritize the Committee's 2019 Work Zone Safety Initiatives and Pilot Projects.

Action Items:

1. The original "position statement" template will be expanded to include discussions of "Major Accomplishments", "Potential Next Steps" and "Status". See attachment of newly formatted and revised combination document.
- D.** Topics and Speakers at 2019 WAPA/WSDOT Joint Training Meetings – Dave Gent offered 20 minutes at each of the 3 scheduled events to provide an update on the Committee's major activities for 2018 and planned undertakings for 2019.

Action Items:

1. November 2018 Annual Meeting presentation posted on Basecamp to be used as a shell for these March 2019 presentations.

2. Amir Rasaie and Mark Ottele will update the PowerPoint presentation and have Dave Gent review before distributing to the presentation teams.
3. Update on the presentation teams are:
 - a. March 5th (Moses Lake) – WSDOT (TBD) and Dave Gent
 - b. March 6th (Bothell) – Amir Rasaie and Eric Mock
 - c. March 7th (Centralia) – Jon Deffenbacher and Cal Beyer

Upcoming 2019 Meetings:

- April 23, 2019 – 9 am to 12 pm – Bullfrog Maintenance Facility; Cle Elum
- July 23, 2019 – 9 am to 12 pm -- AGC of WA (Fife)
- October 23, 2019 – 9 am to 12 pm -- AGC of WA (Fife)

Submitted by: Cal Beyer & Amir Rasaie on January 26, 2019. Posted on Basecamp for review and approval for 5 business days. Posted as Final on 2/15/19.