**GLS Meeting Minutes: October 14, 2021 (Virtual Meeting)**

**Team Background/Formation/Membership –** Bob Arndorfer

Bob presented the recent Departmental GLS changes that have been made since the last meeting. These include:

* Wayne Chase transferred to a different position.
* Oversight of GLS was transferred to Bureau of Technical Services (BTS)
* Bob Arndorfer was appointed Chairman of this team.

The Department is in the process of several changes to the various Technical Teams. (Including PCC, HMA, Agg, GLS, etc.) These include:

* Technical Team chairs will be WisDOT employees.
* Team Charters need to be reviewed and updated.
* Contractor participation will be limited to one per firm, however other members from a firm may be present if they can contribute to the topic under discussion. Team correspondence will be with the individual contractor member, with the intent that that firm rep will share with other firm members as appropriate.
* Agendas will be sent out earlier so that members can better prepare for meeting discussions on the topic.
* Potential increased use of smaller sub-committees to delve further into specific issues.

Bob does not intend to change much from how the team operated in the past. There have been some membership changes since the last meeting, so everyone was asked to introduce themselves and who they represent. Call-in numbers were asked to send an email to Bob (or Dave Pilon, who is drafting minutes) so that we have record of their participation.

**Minutes from February 11, 2021 –** Bob Arndorfer

Meeting minutes were reviewed and approved. Bob will send out the Box site storage location for the minutes at a later date.

**GLS Charter –** Bob Arndorfer

Bob went through the draft Team Charter for the GLS Tech Group. This is a living document and can be changed as needed. The Charter included a listing of GLS members. A new representative will be needed from FHWA due to Pete Garcia’s Retirement. The new representative from DNR is Cami Peterson. After the meeting, Nick Pena agreed to be the new FHWA rep. No additions/alterations to the draft Charter were presented. No further follow-up needed.

Comment was made by Jake David (WEMA) “DOT doesn’t try to understand where the contractor is coming from and the financial impacts, because they (DOT) live in a different world vs. the contractor.” There should be open and honest communication between the contractor and DOT to better understand each other.

Scott Lawry commented that there should be timelines associated with certain GLS discussion items so the discussion topics can be brought to conclusions.

**Waste Bid item –** Bob Arndorfer

The waste bid item was piloted on 6 projects this construction season. A summary of projects is attached.



Bob spoke about DOT representatives meeting with contractors to see how using the waste item bid item went on the pilot projects and getting feedback to improve the bid item and help determine future use/application.

Jake David suggested that the DOT should limit the members in these meetings, and that it may take multiple meetings to meet with all contractors involved. Barry Paye stated that he liked the idea of smaller groups. Tim Peterson suggested that the department should meet with the contractors individually. Matt Grove stated that having multiple contractors in the room may violate antitrust laws.

Bob will check with DOT individual project reps to set up contractor/field Engineer meetings for each project, so that feedback can be collected. Update on work will be presented at next GLS meeting.

**Environmental Topics –** Hans Hallanger

Hans presented a Powerpoint update on three environmental topics (attached).



The topics included:

* Removing structures over waterways or wetlands – 2022 Standard Spec and CMM updates presented. Some of the additional points made were CMM 645.6 is written for a new inspector to understand structural removal on a water way. The contractor needs written approval of the removal plan in the ECIP. Tim Peterson would prefer an end-result specification vs. a methods specification for bridge removals.
* Development of standardized Special Provision for Dewatering – This was requested by DNR. This effort has begun. Hans posed the question on how to pause construction operations for dewatering to catch up after a large rain. This is one item that is being investigated, and he is looking for contractor input.
* Usage of Polyethylene sheeting – Possible increased use for environmental slope protection. Looking for contractor input. Currently no FDM or CMM guidance. Aleigha Burg suggested anchoring edges of sheeting by wrapping the sheeting around a 2x4 and burying it.

**Overhead Sign Specification Update –** Beth Cannestra

Beth spoke about the work split when a DBE and a non-DBE firm are both doing work under a single bid item (specifically sign construction and inspection). Beth stated that whatever is shown on the original DBE form is how the work will be credited for the bid item. There is no need to update the dollar amount of the DBE credit on the form, after the work is completed. Beth also mentioned that the timing of these inspections will not be extended. If this becomes an issue, it should be brought to the Bridge Technical Team for consideration. No further GLS follow-up needed.

**Seed and Sod Specification Update –** Mark Polega

These specifications have not been updated in quite some time. Goal is to simplify and make the sections read better. Proposed highlights include:

* Adjust seeding rates.
* Add some highway seed mixes to address higher pH soils and low maintenance applications.
* Add some native seed mixes that should result in lower costs, etc.
* Better identify the seeding types (Temporary, Highway, and Native).
* Better identify seeding timing issues.
* Add pay items for native seed care and surveillance, new seed mixes, etc.
* Develop a better tie to Erosion Control.

Josh wade commented that an item for native seed care has been needed for a while, and he looks forward to development of one. Josh also stated that a Native Seed Surveillance item may extend contract time. Provide any further comments to Mark.

**QMP Subgrade –** Bob Arndorfer & Jake David

This topic has been discussed at several previous GLS meetings. Industry still has concern with this Special Provision. There have been approximately 21 projects in the past 3 years that have used the specification. Most of the projects have been in the NE and SE Regions. Original Special was created in 2009 and there are a couple different versions now in existence. This Special was never intended to be used on the majority of projects.

Recently there was an on-site meeting with Steve Krebs, Rebecca Burkel, Jake, Scott Lawry, Bob and project/contractor staff on the STH 15 project in Hortonville. Meeting/site review focused on identified contractor QMP concerns on this project, as well as other projects. It was a productive meeting as both sides got a better understanding of each other’s concerns/issues. Outcome was to establish a small sub-committee to look into QMP Subgrade in more detail, with coordination by GLS.

Jake volunteered to collect contractor comments/suggestions and forward to Bob. Bob will form a small WisDOT team to look at these and develop some draft revisions to the existing special. The DOT reps would then meet with a small team of contractors/Jake to discuss proposed revisions. Along with updating the Special Provision, it is expected that the FDM will be updated to provide better guidance on use/application of this special. WisDOT reps will include Andy Zimmer in the SE Region and Neil Michaelson in the NE region, Bob, as well as a few others.

Jake will solicit appropriate contractor reps (3-4?) for sub-committee participation. Bob asked if there was anyone at this meeting that had an interest to get involved in this, to let him know. Update on work will be presented at next GLS meeting.

**Other Topics:**

**Eliminated Work Specification –** Jake David

Jake brought a concern forward that some PMs want to calculate the value of the eliminated work by using replacement items of work that are unrelated to the eliminated items. Jake stated that contractors are still not happy with the new language in the specification.

Matt Grove stated that the recent specification change for eliminated work needs to be dealt with on a project-by-project basis.

Beth Cannestra stated that this is a topic that is being handled by CCAW, as it is part of Section 1 of the Standard Specifications. No further GLS follow-up needed.

**Haul Roads and Storage on Projects –** Shaun Hoffman

Shaun brought forward a concern regarding some projects that have a special provision which states that the local unit of government has to give permission to the contractor for certain things that includes: what (non-STH) haul roads can be used; areas where equipment is allowed to be stored on a project; and potential height/areal restrictions where supplies, materials and equipment can be stored. Most of the projects with this special are located in the SE region.

Jake suggested that areas that equipment can be stored, and which roads can be used as haul roads should be clearly shown in the plans.

Contractors suggested that in situations that have special needs, plans should detail areas/limitations where contractors are restricted from storing supplies/materials/equipment.

Beth asked that if contractors have concerns with similar language on pre-let projects, they should address through the pre-let Q & A process. No further GLS follow-up needed.

**Contractor Requirement to obtain a 404 permit –** Tim Peterson

Tim brought up a concern that some projects in the SW Region contain a special provision that requires the contractor to obtain a 404 permit. Matt Grove explained that there are limits to the area that is covered by the WisDOT 404 permit. If the contractor wants to work in areas beyond the limits of the project’s 404 permit, the contractor may need to obtain a separate permit to cover his operations. This topic was discussed at the CCAW meeting. Any further follow-up to occur at CCAW.

**Pre-bid Q & A Questions –** Tim Peterson

Tim raised a question regarding how much ‘teeth’ do the Q and A questions have on the HCCI site. Beth Cannestra stated that an Addenda should be put out on projects where the clarification to the question affects bidding. Contractors were remined that the earlier the questions are submitted to the Department, the more time WisDOT has to fully address them. No further GLS follow-up needed.

**Contractor Data Packets –** Steve Popke

Steve reminded the team that beginning with the November 2021 letting, the contractor data packets are available through a link from the HCCI website.



The link will take you to a “Box.com” site where the data packets are available.

**Culvert Liner Pipeline Grout –** Josh Wade

Josh would like to have concerns regarding the specification for Culvert Pipe Liner grout addressed. His concerns are that the current mix is sometimes hard to pump, and there is no alternative mix listed. Ed Lilla stated that Central Office is aware of the concerns regarding the specification for the grout. Please get any further concerns/information/comments to Ed. Beyond sending Ed comments, no further follow-up needed at this time.

**Rock Excavation Incidental to Culvert Installation –** Valentyn Tereshchenko

Valentyn suggested that a topic for discussion at the next GLS meeting should be why there is a separate bid item for rock excavation for storm sewer, but not for culvert pipe. For culvert pipe, rock excavation is incidental. To be discussed at next GLS meeting.

**Next Meeting:** February 10, 2022. 1-4 PM (Virtual/In-person TBD)

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**DP/RPA**