**GLS Tech Team Meeting – Minutes**

**WEMA, WisDOT, Industry and Partners**

**Wednesday, March 20, 2024; 1:00 - 4:00 PM**

**{Hybrid Meeting – WisDOT Truax Building – Antigo Silt Loam Conference Room/Teams Virtual Meeting}**

Meeting Attendees: Truax Building: Erik Lyngdal- WisDOT BTS, Brandon Lamers – BPD, Dave Staab – WisDOT- BTS, Jake David – WEMA, Josh Wade – Arbor Green

Virtual Attendees on TEAMS: Brian DuPont - WisDOT BPD, Steven Maxwell - WisDOT SE Region, Jesse Hansen WisDOT, Shawn Hoffman – Hoffman Construction Comp., Jonathon Engerson – WisDOT, Steven Nachreiner, Tadd Owens, Hans Hallanger – WisDOT, Steve Doocy – WisDOT, Jeremy Ashbauer – WisDOT, Nathaniel Schumaker – WisDOT, Matt Grove – WTBA, Mark Polega – WisDOT BHM, Erik Emerson – WisDOT BPD, Andy Luehmann, Chris Gross-Hoffman Construction Comp.

**Introduction/Welcome** – Dave Staab

* Membership updates:
	+ **Added**: Matt Bare, County Materials
	+ **Departed**: Jeff Ringle, County Materials (membership list attached)
	+ **Note**: BPD Construction Chief will be added to GLS roster when position filled.
* Meeting Notes: Brian DuPont/Dave Staab
* Meeting will be recorded for note keeping purposes.
* Approval of previous meeting minutes (09-27-2023 Minutes attached)

**Updated GLS Process**

* Prioritization of issues to be investigated (Meeting with industry – WEMA, others)
	+ Contractor availability in winter/spring
	+ WEMA (Jake) can help coordinate contractor participation
* Department review of issues should be performed by a task force familiar with the issue
* Task force should:
	+ Identify objectives
	+ Industry group input
	+ BTS, BPD, Region PDS, TSS, other SMEs (staff with field experience needed) to formulate any updates to policy or specs., similar to the QMP subgrade task force.

# Recurring & Previous Meeting Carryover Topics:

**Grass Seed Mixes & Seed and Sod Specification Updates** –

Mark Polega

* Seed spec. updated to increase seeding rates of seed mixes #10, 20, 30, and 40
	+ #10 increases from 1.5 to 3lbs/1000sq.ft.
	+ #20 increases from 3 to 5lbs/1000sq.ft.
	+ #30 increases from 2 to 5lbs/1000sq.ft.
	+ #40 increases from 2 to 5lbs/1000sq.ft.
	+ It was noted that approximately 123,000lbs of seed were used last year on WisDOT projects
* Internal and FHWA review still required.
* Targeting inclusion in 2025 Std. Spec.
* Josh Wade asked about any changes to the specs regarding the adjustment of PH. Mark indicated that that has not happened yet, but he could investigate it going forward. His hope is the increased seed rates should help with the establishment of ground cover, regardless of soil PH.

**QMP Subgrade Update** – Dave Staab

* QMP Subgrade SPV complete.
* Pilot project (Southbridge/I-41 project in NER) planned in 2024.
* Shawn Hoffman indicated industry prefers a spec. that has a more open moisture content spec. WEMA is working on proposed alternative spec. (not available yet)
* If possible, a project that compares the updated QMP SPV to industries proposed SPV and/or standard compaction.
* Additional discussion required.

**Environmental Topics** - Hans Hallanger and Jeremy Ashauer (after 1:45 pm)

* Transportation Construction General Permit (TCGP) update (Jeremy Ashauer)
	+ Working with WDNR on implementation
	+ Waiting on WDNR feedback.
	+ New ECIP Form (DT1073) being developed.
		- Goal to better organize and present required information.
		- New sub-forms being developed DT1073A (amendment) and DT1073C
		- GLS/Industry input requested.
		- Select sites raised by industry (Chris Goss/Matt Grove), as there appears to be confusion between land use and ECIP; some regional issues and delays have been experienced.
		- Industry very interested in this topic. Suggested topic for CCAW.
* Transportation Separate Storm Sewer System (TS4) update (Hans Hallanger)
	+ DNR Permit - TS4 Permit
		- Urbanized areas of DOT (ROW and properties)
	+ First Permit: 2018 – 2023 (5 year)
	+ Permit Finalized & Updated for 2023 – 2028 (another 5 years)
		- EPA approved
		- Signed by DNR
	+ This permit links back or works with the TCGP requirements
	+ Mostly involves DOT actions related to roadways during design and/or after construction
	+ There are Extra requirements to implement over the permit term that may affect contractors but DOT will let contractors know.

**Rock Excavation at Inlets, Manholes and Catch Basins (SS611)**– Dave Staab/Ed Lilla

* This has not been a common issue, but it has occurred.
* Clarification if this is already being accounted for (SS608 - Storm Sewer)
* General agreement between industry and department that rock excavation should be paid if encountered at structures similar to how it is paid if encountered along storm sewer pipe.
* Possible spec. updates and/or educating region and field staff on intent being discussed.
* Need to understand situation where rock below (deeper) structures, but not below (shallower) pipe.
* Will be a topic of the next monthly department Design/Construction meeting.

**Culvert Pipe Lining** – Josh Wade/Ed Lilla

* No progress since last meeting.
* Josh/Ed to discuss.
* Issue with fly ash availability in some areas.
* Class F fly ash will be added to 2025 Std. Spec.

**Contractors would really like DOT to provide road centerline data on all projects, including local program projects** – Jake David/BPD

* DOT is reviewing.
* Assessing additional effort/cost to provide on all projects.
* Checking with municipalities (local program advisory group).
* Need to explain the benefit of this data to the project to justify its cost.

**Standardized Proof-Rolling** – Dave Staab/Jake David

* WEMA continues to work on this with their consultant.
* Reviewing standard vehicle and tire pressures exerted on ground.

**Excavation Waste Bid Item** - Dave Staab

* Identified by industry as priority
* Industry Objectives- pay contractors for work they do
	+ Steve N. (Edgerton) discussed how inaccurate conversion factors can result in excessive waste that needs to be removed from site.
	+ This situation is most costly in an urban environment.
	+ Is there a way to recalculate the expansion factor and compensate contractor for excessive waste?
	+ Industry has proposed load count as means to track waste
	+ Department has concerns with consistency of load size and keeping track of trucks hauling waste/other material.
	+ Most previous pilot projects have had penny bids for waste, so tracking waste has not been as thoroughly completed since monetary consequences of inaccuracies have not been significant (to the department).
	+ May need to select better pilot projects to study waste, per industry such projects would involve:
		- Urban project,
		- Relatively large earthwork quantity that involves both cut and fill, and
		- Relatively large percentages of both embankment/fill and waste.

**Separate items for asphalt and concrete pavement removal, not included in common excavation** - Jake David

* Identified by industry as priority
	+ - Concrete removal as separate bid item, not included in common excavation – pilot projects were completed to study this and decision was made not to include concrete removal as separate bid item.
	+ WisDOT concerns:
		- Extensive effort to calculate a volume in design.
		- Extensive effort to measure and document in the field.
		- Uncertainty in estimating (field exploration, as-builts, etc.)
* Shawn mentioned that MNDOT currently separates asphalt and concrete from common excavation – good contact to discuss their approach.

**Separate items for EBS and EBS backfill** - Jake David

* Identified by industry as priority
* Industry Objectives-reduce variability/risk in these items
* Industry suggested measuring the EBS cut, which should be fairly easy to do.

It was suggested to develop a task force to review Excavation Waste, Separation Bid Items for Pavement Removal, and Separate Bid Items for EBS and EBS backfill since there are similarities to these items. Dave will look into department staff that may be interested in participating in this effort. Industry will similarly identify participants for the task force.

# New Topics:

**Updates to Std. Spec. 614** – Erik Emerson

* Site grading prior to barrier/post installation. Soil around barrier required to absorb energy.
* Updates to SS614 planned for Std. Spec. 2025 (have not been implemented yet).
* Possible contradiction with SS 104.6.1.2.4, para.(2) on this topic with barrier replacement window:
	+ - “On roads open to all traffic; use temporary traffic control drums to delineate bridge abutments, concrete barrier blunt ends, sign bridge foundations, drainage structures, and slopes exposed by removing permanent protective measures. Eliminate the need for delineation within 5 calendar days or before noon on the Friday after removing permanent roadside safety devices.”
		- Contractors stated that is often difficult to complete grading and install roadside safety devices withing five days of removal of the existing devices. Therefore, this requirement needs to be revised to allow time for the grading to be finished before guard rail installation. A possible rewording is to begin grading as soon as existing roadside safety devices are removed and then put a time limit on the guardrail installation after grading is completed and not tie the time frame to the removal of the existing devices.
		- Matt Grove will put an item on the CCAW agenda to discuss how to resolve the contradiction.

**Material Spec Reorganization – Geosynthetic and Erosion Control** – Erik Lyngdal.

* + Introduction of Material Spec ReOrg
	+ 719 Geosynthetics (reviewed by Geotech) and 722 Erosion Control (reviewed by Environmental Services)
	+ Drafts will be shared with GLS committee via Box with construction specs. Please provide feedback by April 19th (**UPDATE**: Dave S. sent email to GLS mailing list on 04/05/2024, with request to provide comments by 04/24/2024.)
	+ Pilot projects TBD.

# Other/Additional Topics -All

* **Conversion factors (tons to cubic yards) for recycled materials**.

Chris Gross asked about the possibility of changing the measurement to cubic yards of aggregate installed as opposed to staying with tons and then converting to cubic yards.

WHRP research project was just completed that measured this for some recycled. The report will be published Spring 2024.

* **E-ticketing** – how will it be implemented for recycled aggregates?

Currently E-ticketing is only being used for concrete and asphalt paving materials.

Matt Grove stated if E-ticketing is used for aggregates it will be difficult to provide e-ticketing on a recycling project. Brandon agreed that e-ticketing was intended to be used when it is practical to generate the tickets and recycling aggregates may not be a good candidate for e-ticketing.

**Next Meeting:** October 16, 2024 - 1-4 PM (Virtual/In-person TBD)

(There is a let on 10/08/2024.)

# Attachments:

* GLS Membership List
* Previous Meeting (09-27-23) Minutes -Virtual meeting

**GLS 03-20-2024 Minutes (DRAFT).docx**

**Brian DuPont**