



ADSC/WSDOT Joint Meeting

7 April, 2011, 8:30 A.M. - 11:30 A.M.

ADSC/WSDOT Meeting Minutes

Team Members

| Attended | Member | Company | Phone | E-mail |
|----------|---------------------------|--------------|--------------|--|
| | Allen, Tony | WSDOT | 360-709-5450 | allent@wsdot.wa.gov |
| X | Armour, Tom | DBM | 253-838-1402 | tarmour@dbmcm.com |
| X | Bauer, Mike | WSDOT | 360-705-7190 | bauerm@wsdot.wa.gov |
| | Beaver, Jesse | WSDOT | 360-705-7825 | beaverj@wsdot.wa.gov |
| | Bickford, John | DBM | 253-838-1402 | johnb@dbmcm.com |
| X | Clarke, Patrick | WSDOT | 360-705-7220 | clarkp@wsdot.wa.gov |
| | Cuthbertson, Jim | WSDOT | 360-709-5452 | cuthbej@wsdot.wa.gov |
| X | DiFabio, Vinnie | Paco | 206-510-1994 | vdifabio@pacoequip.com |
| X | Dinneen, Molly | DeWitt | 360-576-8755 | molly@dewittconst.com |
| X | Etheridge, Mark | DMI | 206-793-3951 | mark@dmidrilling.com |
| X | Frye, Mark | WSDOT | 360-709-5469 | fryem@wsdot.wa.gov |
| X | Gaines, Mark ¹ | WSDOT | 360-705-7827 | gainesm@wsdot.wa.gov |
| X | Hagy, Mike | PACO | 805-746-6965 | Mike@pacoequip.com |
| | Heinz, Mike | PACO | 206-949-9369 | mikeheinz@pacoequip.com |
| X | Kvinsland, John | Malcolm | 253-395-3300 | jkvinsland@malcolmdrilling.com |
| X | Macnab, Alan ¹ | CJA | 206-575-8248 | amacnab@condon-johnson.com |
| | Niemi, Mike | WSDOT | 360-705-6980 | niemim@wsdot.wa.gov |
| X | Olney, Chuck | Rainier Stl. | 206-949-7092 | chuck@rainiersteel.com |
| X | Parmantier, Dominic | CJA | 206-575-8248 | dparmantier@condon-johnson.com |
| X | Rasband, Al | Malcolm | 253-395-3300 | arasband@malcolmdrilling.com |
| | Sarhan, Anthony | FHWA | 360-753-9412 | Anthony.sarhan@dot.gov |
| | Sexton, Jim | DBM | 253-838-1402 | jims@dbmcm.com |
| | Starceovich, John | Malcolm | 253-395-3300 | jstarceovich@malcolmdrilling.com |
| X | Tuttle, John | Sinclair | 661-212-1223 | tutmud@aol.com |

¹ Team co-chair

Guests

| Attendee | Company | Phone | E-mail |
|-------------------|---------|--------------|--|
| Gibson, Wesley | CETCO | 847-584-6792 | wesely.gibson@cetco.com |
| Groneck, Paul | DBM | 206-730-4578 | paulg@dbmcm.com |
| Johnson, Darrel | PACO | 206-786-7584 | djohnson@pacoequip.com |
| Joslin, John | DBM | 206-730-7727 | johnj@dbmcm.com |
| Radom, Greg | DBM | 206-730-1317 | gregr@dbmcm.com |
| Stevens, Mike | WSDOT | 360-570-6656 | stephem@wsdot.wa.gov |
| Strickland, Randy | CETCO | 847-584-6792 | randy.strickland@cetco.com |

Meeting minutes were prepared by Mark Frye, WSDOT Assistant Chief Foundation Engineer – Construction, fryem@wsdot.wa.gov.

1. Introduction of new Team members

Mo has retired and Mark Gaines has taken his position. Jesse Beaver is moving to the Columbia River Crossing project and will be leaving the team.

Mark Gaines mentioned that a new FHWA representative, Debbie Lehman, would be joining the team, but was unable to attend this meeting.

Alan Macnab asked about inviting a DOE representative to join the team. Mike Stephens (WSDOT Environmental – Haz Mat) pointed out that this might be difficult as different divisions within DOE may need to be represented (see discussion below).

Action Items: Mark G. will provide update on DOE participation at the next meeting

2. Review interim specification for disposal of polymer slurry and spoils in contact with polymer slurry.

Mark Gaines gave a brief history of this issue with that the Department of Ecology has with disposal of polymer slurries and spoils. Mark provided copies of an interim specification for testing and disposal of slurries and spoils that have been in contact with slurries.

Alan Macnab raised concern about the use of 6-mil poly under and over spoil piles. Specifically, were the contractors expected to keep the spoils covered at all times? Mike Stevens said the intent was to have the piles covered between shifts or after completion, but not during construction.

Al Rasband asked if most of this issue couldn't be handled with the contract permits. Mark Gaines pointed out that this would be difficult as the designers don't know what slurries will be used, or where the contractors will be disposing material. Mark asked if the contractors could handle some of the disposal coordination during the advertisement period. Most of the contractor members didn't think it was possible. Mark Etheridge asked if the jurisdiction health authority for a project could be included in the contracts. Mark Gaines didn't think so as WSDOT wouldn't know where a contractor would be disposing of material.

The discussion moved to concern about pre-existing, on-site contaminants being an issue for disposal. Mark Gaines said DOE is focused on the slurry systems, and background contamination would be a separate issue. Mike Stevens pointed out that DOE is generally not concerned with the base polymers, but with the additives. Until DOE is convinced that the slurry systems are completely inert, the testing of both the liquid phase and the spoils will have to be done. Mike didn't think there was a concern regarding reaction between the slurry and the soil. Mike again brought up the need for background testing.

3. Update on polymer slurry testing

John Tuttle expressed disappointment that they had spent money to have their slurry system tested at an accredited lab, but now need to redo the testing at a specific lab located in Washington State. Mike Stevens stated the reason for this was that both WSDOT and DOE wanted an in-state lab so the QA/QC process could be reviewed.

Both KB Technologies and CETCO indicated the proposed testing requirements were acceptable.

Action Items: Mark G. will provide update at the next meeting.

4. Constructability Review – Nalley Valley shaft/column

Mark Gaines passed out several plan sheets for a proposed shaft/column detail for the upcoming Westbound Nalley Valley project. The detail consisted of a full-depth shaft and column casing with no rebar cage. The discussion centered on tolerances and cost. The main concern from the team members was the tolerances for shafts that could result in an angle point where the column casing would be welded to the shaft casing. Most team members felt larger diameter shafts with a traditional shaft column splice would likely be cheaper as the shafts would be shallower (due to the increased diameter) and possibly fewer shafts would be needed.

Action Items: Mark G. will provide this feedback to the Bridge Office.

5. February Meeting Notes Review

Alan Macnab requested Dominc Parmantier be listed as a team member on the attendee list.

Action Items: None, Dominic has already been added.

6. Update and annual Joint Training

Joint training will be April 21st in Bothell.

7. Action Items:

a) Specification change allowing concrete free fall

The current specifications for sign and signal shafts require Class 3000 concrete and prohibits free fall. The proposed change is to require Class 4000P concrete and allow free fall in dry situations. Alan Macnab pointed out the Class 3000 concrete has been used in free fall situations for a long time by the shaft industry. Allowing Class 3000 would be cheaper than requiring Class 4000P. Mark Etheridge pointed out that he finds it easier to just submit one mix design (4000P), particularly on projects with multiple shafts when there is some uncertainty as to whether or not all the shafts will be dry.

Action Items: Mark G. will change to provisions to require Class 4000P concrete, allow free-fall in dry holes, and require tremie placement in wet holes.

b) Securing top and bottom of CSL tubes

Mike Bauer has incorporated new language into SHAFT special.

c) Conflict between 3.03E and 3.03A re. stoppage

Mike Bauer deleted the paragraph in Section 3.03E to remove the conflict.

d) Changes to 3.03E

Mike Bauer will add “smooth mouth grab” to list of acceptable cleanout tools.

Action Items: Mike B. to update shaft special provisions accordingly.

e) Slurry level maintenance

Previous revisions modified the shaft special provision to allow less than 10 feet of head when specifically recommended by the slurry designer. This modification has been removed. A minimum of 10 feet of head is required for synthetic slurries.

f) Soldier pile soil/cement mixing specifications

ADSC has not reached a consensus on a draft specification.

Action Items: ADSC will continue to work on a draft specification and present it at a future meeting.

g) Request for equipment costs

The ongoing work to standardize equipment rates for force account work such as obstruction removal will continue.

Action Items: Mark G. to work with ADSC on this effort

h) Allowing for slip casing, new spec proposal

Al Rasband provided draft specification language to WSDOT.

Action Items: Mike B. will edit and incorporate into shaft special.

i) Minimum rebar cage cover inside perm. casing

Al Rasband provided draft specification language to WSDOT.

Action Items: Mike B. will edit and incorporate into shaft special.

j) Wet setting soil nail provisions

This topic was expanded to include ground anchors. The current soil nail standard specification prohibits wet setting of soil nails. The ground anchor standard specification was recently amended to prohibit wet setting. WSDOT Geotech researched current FHWA guidelines for both soil nails and ground anchors. FHWA guidelines (Geotechnical Engineering Circulars 4 and 7) allow wet setting for ground anchors and soil nails. Mark Frye will work to delete the specification language that prohibits wet setting of soil nails and ground anchors.

Action Items: Mark F. to make changes to soil nail and ground anchor specifications.

k) Pumpable lean mix def. in Specification

Several contractor members pointed out that the strength requirement is sometimes difficult to meet as smaller concrete suppliers don't have test data. They requested to the specification be changed to a required mix design (i.e., a minimum sack requirement) instead of a strength requirement.

Action Items: ADSC will send WSDOT a specification from another agency that uses a mix design instead of strength.

l) Provision for Telescoping Secant/Cylinder Pile Shaft

There was a proposal to add language to the shaft special provision that would limit telescoping of shafts for secant/cylinder pile walls within the limits of the retained soil (exposed face of wall). Mark Frye discussed that with as few secant/cylinder pile walls as WSDOT builds, this could be handled with notes on the plan sheets.

8. Specification to allow rock excavation by blasting

A proposed special provision for rock excavation by blasting was distributed for review. Alan Macnab strongly cautioned against incorporating this provision into WSDOT contracts. All other ADSC contractor members concurred.

Action Items: Mark G. will provide this feedback to the design group.

9. Moving the drilled shaft specials to the Standard Specs.

Mike Bauer passed out two drafts that would create two new sections of the WSDOT Standard Specifications. Section 6-19 would be the bulk of the current shaft special provision and Section 9-36 would cover the materials section of the current shaft special provision. Project specific items would become General Special Provisions (some with fill-ins) for inclusion in contracts as necessary. These drafts are a reorganization of the current shaft special into standard specification format. The goal is to get these provisions into the 2012 book. Mark Gaines asked for comments from the team prior to the next meeting.

Action Items: ADSC to review proposed specifications and provide comments to Mark.

10. South Carolina DOT shaft survey

Mark Gaines passed this along for informational purposes.

ADDITIONAL ITEMS

Alan Macnab requested WSDOT shaft testing summaries for 2009 and 2010. Mark Gaines will look into this.

Final report on thermal testing of shafts is in final review. Mark Gaines will pass the report on to the team when it is finalized.

Mark Gaines asked about having the team print their own handouts for upcoming meetings. Team members agreed as long as they received the attachments a week before the meetings. Mark Gaines agreed, and added that handouts that came in less than a week before the meeting, he would provide hard copies at the meeting.

11. Meeting adjourned at approximately 11:00 AM

Next Meeting Date: June 2nd at Lakewood Maintenance