

# MINUTES

## WSDOT/ACEC PD Team Meeting

*April 15, 2022*

*9:00am – 11:00am*

**Attendees:**

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Kevin Miller/WSDOT      | <input type="checkbox"/> Cesar Mayor/WSDOT               | <input type="checkbox"/> Jeff Lavinder/Parsons                    |
| <input type="checkbox"/> Mike Fleming/WSDOT                 | <input checked="" type="checkbox"/> Chad Hancock/WSDOT   | <input checked="" type="checkbox"/> John Donahue/WSDOT            |
| <input type="checkbox"/> Lisa Reid/SCJ Alliance             | <input type="checkbox"/> Chris Keifenheim/WSDOT          | <input checked="" type="checkbox"/> Larry Larson/WSDOT            |
| <input checked="" type="checkbox"/> Amir Rasaie/WSDOT       | <input checked="" type="checkbox"/> Joseph Perez/WSDOT   | <input checked="" type="checkbox"/> Manuel Feliberti/DEA          |
| <input checked="" type="checkbox"/> Ben Hoppe/JUB Engineers | <input type="checkbox"/> Daniel Babuca/WSP               | <input checked="" type="checkbox"/> Steve Olling/Parametrix       |
| <input checked="" type="checkbox"/> Brian White/WSDOT       | <input checked="" type="checkbox"/> Don Sims/HNTB        | <input checked="" type="checkbox"/> Suryata Halim/RHC Engineering |
|   | <input checked="" type="checkbox"/> Heather Weeks/Jacobs |   |

**1 Welcome & Introduction** **Kevin Miller**

**2 Staff Updates** **All**

- HQ Development Division updates:
  - Mark Gaines is now the Director of Development or could also be titled the State Design Engineer
  - Erik Jonson: ACTING Technical Services & Business Manager
    - Interviewing this week and Erik is also interviewing for this position
    - Scott Zeller, ASDE is leaving WSDOT. Kevin showed ASDE support breakdown chart as it stands now without Scott. WSDOT has Initiated hiring process for Scott's replacement
  - Looking at establishing new position within Development to support recent Legislation (move ahead Washington and Complete Streets)
  - Retirements anticipated in the Traffic Office
    - Discussed the overall issue of multiple retirements coming up (no specifics)
    - New State Traffic Engineer – Dongho Chang
- Roadmap to Recovery Plan
  - On Monday, April 18, WSDOT buildings with controlled access points (lobbies or front desks) will open to the public
    - Employees are encouraged to meet with the public in designated meeting areas
    - If a member of the public is given permission to access the back-office areas, all WSDOT employees in the back-office are required to wear a mask as well as the member of the public
    - Beginning Monday, April 18, WSDOT will no longer have capacity limits on who can return to work in office buildings, but there will remain a strong commitment to telework and flexible work options remains in place. The Goal is to have 30 to 40 percent of WSDOT staff teleworking at any given time. Team members are accustomed to teleworking and enjoy the flexibility

- Employees are not required to wear masks in WSDOT buildings when meeting with co-workers, fellow state workers or contractors and consultants – anyone subject to the vaccine. However, when near members of the public, our staff will still need to wear masks
- WSDOT Regions & Consultants updates
  - Suryata had some comments regarding the SR 520 office. There is currently space for 50 people, but less than 10 people are showing up per day at this time. It is expected that this number will rise soon
  - Joseph mentioned there are new PD Engineers for the OR. He can share the new organization chart if people want to see it
  - Chad mentioned some replacement positions for the SWR. They are looking to staff up each office with two PE assistants due to the large number of projects
  - Amir had a few announcements, one being major, Mike Cotton is retiring as the Regional Administrator at the end of June
  - Larry Larson had a few ER announcements. They are experiencing a large gap in experience causing an issue in filling the more senior positions. More retirements are not helping this gap
  - Heather Weeks made some comments regarding Jacobs return to office plans. Generally, it is encouraged for people to come back to the office, but will remain flexible
  - Don Simms mentioned that Susan Everett in the NWR, has retired

### 3 Design Policy Updates

John Donahue

- Design manual reviews will be distributed starting in late April. Three week to one month review. Ready by mid-June.
- The summary changes file table is included at the end of this section. However, it is largely unchanged from the February update. The only significant change was the addition of the roadside safety standard plans that will also be in review this spring. There are a few that may drop out once the draft updates go out for review.
- For purposes of the upcoming reviews, there needs to be a single point of contact with this team as that helps support a forum for organizing the consultant perspective.
  - Steve Olling is replacing Lisa Reid for this year's update as the single point of contact. John Tevis who manages the distribution and will ensure that he receives them for distribution to our team
  - There will need to be a unified comments response the ACEC consultant membership on our team. Steve will manage that. If there are more substantial changes to any of the sections, it is suggested that a teleconference among the commenters might prove valuable in order to have clear consolidated comments. This will be on a case by case basis
  - Single files containing consensus on all comments will be provided back to John Tevis from Steve Olling only for the Consultant members of our team. is most desirable. This will greatly improve comment resolution at WSDOT
- Suryata had some comments regarding MASH compliance and design acceptance. There was continued discussion on this and comments can be provided as part of the review process
- Larry had some comments on the need for clarity on Complete Streets. More guidance is needed. John Donahue has been working with the Active Transportation group on this. John discussed the next steps by HQTS to meet the timelines of getting a design guidance letter out. This is coming out soon. Mike Fleming is working on this memo. There also needs to be scoping instructions from CPDM.

Chapter	<p style="text-align: center;"><b>Task Description Highlights/Summary Only and Subject to Change (as of February 18, 2022)</b></p> <p style="text-align: center;"><b>Standard Plans added (as of March 1, 2022)</b></p> <p style="text-align: center;"><b>WSDOT Design Office / Design Policy Section</b></p> <p style="text-align: center;"><b>Contact John Donahue (donahjo@wsdot.wa.gov) for updates and more information</b></p>	Rank	Category
550	<b>Access</b> - Revise exhibit 550-4 - Area Engineer and ASDE determine whether a change in ramp terminal represents a change in access, instead of needing an ARR (remove check mark from column).	0	<b>Access</b>
1720 and 550	<b>Access</b> - Updating and refining the analysis and documentation required for a weigh station (not a full ARR)	7	<b>Access</b>
530	<b>Access</b> - Update access rules for roundabouts that have right-turn by-pass lanes (yield and stop controlled).	8	<b>Access</b>
1510, 1515, 1520	<b>ADA</b> - various updates still being scoped. Note that the access board is going to adopt PROWAG in April or October, most likely October. We will include that in in any update. We don't know yet if it is the 2011 version or a new version.	0	<b>ADA</b>
720	<b>Bridges</b> - Maintenance/Vertical Clearance Guidance Update	1	<b>Bridges</b>
1105	<b>Required elements (design matrix)</b> - Revise Exhibit 1105-1. Streamline detail about specific actions to take and how to document	0	<b>Documentation</b>
100	<b>General</b> - Document the specific CFRs that guide the development of the DM, and that FHWA approves the manual	0	<b>Documentation</b>
1610	<b>When to use guidance</b> - Inform the reader at the start that 1610 is used when indicated by 1105-1.	0	<b>Documentation</b>
300	<b>Design Approval</b> - Ch. Design Documentation, Approval and Process	1	<b>Documentation</b>

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	Review: To clarify conceptual design approval and locking of Design Manual policy.		
950	<b>Public Art:</b> To incorporate community identified mitigation	1	Documentation
1106	<b>Documentation</b> - Refer to a template that presents documentation of a mode function performance evaluation (1106.06).	4	Documentation
300	<b>Q Project approvals</b> - DM Chapter 300 should be updated to include discussion on Low-Cost Enhancement (LCE) Design Analysis and Region Traffic Engineer approval. Current practice is not well documented.	12	Documentation
310	<b>Value engineering</b> - Change project values to federal requirements (\$40m/\$50m). Also - state that VE is not required for Design Build	13	Documentation
Single Issue - Multiple Chapters	<b>Terminology and guidance</b> - There are 21 instances of “not recommended” in the Design Manual without an explanation about what to do with guidance that has this disclaimer. Is documentation required if you do what is not recommended?	17	Documentation
1103	<b>Design year</b> - Section 1103.02 - remove bullet list and change. Some projects with a federal nexus may require horizon year analysis of an alternative regardless of the selected design year.	21	Documentation

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1220	<p><b>Grade design</b> - Remove the word "suggestions" pertaining to the maximum grades in the tables in Section 1220.02(6). Also add Exhibit numbers to tables. And, fix references in Section 1220.02(3).</p>	0	<b>Geometric</b>
1102,1103, 1510, & 1520	<p><b>Design speed</b> - Changes to support the speed management initiative. Consider introducing NCHRP 17-76 for setting target speed by context classification and roadway type.</p>	0	<b>Geometric</b>
1400	<p><b>Managed Lanes</b> - major revisions</p>	1	<b>Geometric</b>
1400	<p><b>Managed Lanes</b> -Discussion between FHWA and ASDEs to develop guidance for bus on shoulder applications. Need consistency in design, operations configurations, and approvals. Consider the Minnesota guidance on this they have the longest experience with this. Make sure there is a design analysis required for this. Do we need a project delivery memo to catch ongoing project activity?</p>	1	<b>Geometric</b>
1400s Maybe 1600	<p><b>Managed Lanes</b> - Driving on shoulders during certain times of day -- intermittent use. Is <b>clear zone</b> from the edge line or from edge of shoulder? Add guidance on how to treat shoulder use for determining clear zone (lower volumes and operating speeds, etc.)</p>	1	<b>Geometric</b>
Many	<p><b>Managed Lanes</b> - Changes for terminology update</p>	1	<b>Geometric</b>

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Glossary	<p><b>Managed lane</b> A lane or shoulder with dynamic or static control of use that is utilized to improve mobility and increase transportation efficiency. Use is restricted by pricing, eligibility (e.g. occupancy, transit, etc.), points of access, time of day, level of congestion or some combination thereof.</p>	1	Geometric
1360	<p><b>Cross section / ramps</b> - Ramp Lane and Shoulder width and Turning roadway width 1240 - make sure lane and shoulder width approach is consistent with AASHTO. Email from Dean Moon about ramp width parts and based on total width.</p>	5	Geometric
1360	<p><b>Acceleation length and grades</b> - Exhibit 1360-10 indicating how to modify the acceleration length based upon grades is not consistent with AASHTO.</p>	14	Geometric
1210	<p><b>Lane shifting</b> - Relax lane shifting requirements in low speed areas. We are currently researching this.</p>	16	Geometric
1102, 1103, 1231	<p><b>Context and multimodal design</b> - Update CMAR (and related guidance about modal accommodation and modal priority) to reflect progress made by Active Transportation and documented in the approved ATP about Level of Traffic Stress in Populated Areas. To what extent can LTS be used to guide design decisions</p>	18	Geometric
1310	<p><b>Intersection sight distance</b> - add guidance on eye and object height for short things like guardrail that depending on grade</p>	20	Geometric

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	might or might not be a sight restricting object.		
800	<b>Hydraulic Design</b> - various updates. One involves when a hydraulic report is required (preservation projects)	0	Hydraulic
1120	<b>Preservation projects</b> - Revise replacing all drainage grates to replacing grates only on priority corridors	0	Presevation
1120	<b>Preservation projects</b> - Shouldering (shoulder dressing) up work during preservation projects.	9	Presevation
1610	<b>Project scope and barrier upgrades</b> - Be more specific about when 350 barrier is upgraded during improvement projects.	0	Roadside Safety
1610	<b>Guardrail long posts</b> - Update the allowable slope requirements of beam guardrail placement case #4 (maybe cases #5, #6).	0	Roadside Safety
1120	<b>Rumble strips and chip seals</b> - Guidance concerning existing rumble strip depth and applying a BST (chip seal) over it and when to rehabilitate.	0	Roadside Safety
RSE MULTIPLE	<b>Guardrail terminals</b> - Buried terminal anchors need to be completely buried into the naturally occurring slopes.	2	Roadside Safety
RSE MULTIPLE	<b>Guardrail anchor / LON</b> - Length needed past object before installing anchor need guidance on how far to extend guardrail past an object to maintain mimimum deflection distance.	3	Roadside Safety

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1610	<p><b>Barrier system length</b> - Add policy for minimum barrier system lengths based off crash testing for beam guardrail, F-Shape concrete barrier, Single Slope concrete barrier, cable barrier, any others? Or just 3 main systems.</p>	6	Roadside Safety
1239 - 1400s	<p><b>Offset to barrier</b> - Chapter 1239.06: Exhibit 1239-11 ... exploring the basis for a change to 2' lateral clearance to barrier in low-speed environments</p>	10	Roadside Safety
1610	<p><b>Barrier and curbing</b> - Improve guidance about allowable offset of barrier behind curb and sidewalk based on crash testing.</p>	11	Roadside Safety
1600	<p><b>Signal poles and clear zone</b> - Clarify the exemption for signal poles and barrier in the clear zone</p>	15	Roadside Safety
1610	<p><b>Guardrail and pedestrians</b> - DM 1610: Develop criteria for when to install guardrail to separate pedestrians from traffic on highways and especially bridges (see latest AASHTO ped guide).</p>	19	Roadside Safety
1610	<p><b>Cable barrier - 1610.05(1)(b) and Exhibit 1610-13:</b> Currently shows cable barrier placement on roadside on slopes steeper than 6:1. Verify with manufacturers and also whether cable can be installed on slope breakpoint?</p>	22	Roadside Safety
1610	<p><b>Guardrail standard run - DM 1610.03(5) last paragraph:</b> Per D. Moon (ASDE) consider updating this section to require design documentation or design analysis when putting a gap in guardrail for</p>	23	Roadside Safety



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	maintenance access or other types of access to ensure it is the best decision.		
<b>MULTIPLE</b>	<b>Cable Barrier</b> - update GSP and any applicable DM sections that cable barrier shall be MASH 16 or MASH 09 compliant. Currently, WSDOT specifies NCHRP 350 compliance. <b>SUBMIT FOR PRIORITIZATION</b>	24	<b>Roadside Safety</b>
<b>STD PLANS</b>	Minor to moderate revisions on 19 existing Roadside Safety Standard Plans -- C-1, C-1b, C-6a, C-7, C-7a, C-20.10, C-20.14, C-20.18, C-20.40, C-20.41, C-20.45, C-22.40, C-22.45, C-60.10, C-60.20, C-60.70, C-60.80, C-85.15, and C-85.18	0	<b>Roadside Safety</b>
<b>STD PLANS</b>	<p>Develop 5 new Roadside Safety Standard Plans:</p> <ul style="list-style-type: none"> <li>• C-20.43 Box Culvert Bolt-Thru Anchor Guardrail Steel Post (MASH compliant, less damage to concrete deck)</li> <li>• C-20.44 G/R Placement Strong Post ~ Type 31 Intersection Design (MASH compliant, used with C-25.32)</li> <li>• C-23.70 Beam Guardrail (Type 31) Anchor Type 11 (MASH compliant)</li> <li>• C-24.15 Guardrail Connection to Structure - Plate Adaptor (HQ Bridge Stamping, plate connecting g/r to low bridge rail)</li> <li>• C-25.32 Beam Guardrail (Type 31) Transition Section Type 25 (MASH compliant, used with C-20.44)</li> </ul>	0	<b>Roadside Safety</b>

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<b>STD PLANS</b>	Retire 2 existing Roadside Safety Standard Plans: <ul style="list-style-type: none"> <li>• C-20.42 G/R Placement Strong Post ~ Type 31 Intersection Design (Not MASH compliant)</li> <li>• C-23.60 Beam Guardrail (Type 31) Anchor Type 10 (Not MASH compliant)</li> </ul>	0	<b>Roadside Safety</b>
<b>1010</b>	<b>TSMO</b> - provide link to webpage, other minor changes.	0	<b>Traffic</b>
<b>1330, 1510</b>	<b>RRFB pushbutton locator tones</b> - add guidance on requirement for this.	0	<b>Traffic</b>
<b>1010</b>	<b>Work zone</b> - Add a reference to the lump sum traffic control risk analysis process and tool developed by HQ Construction.	1	<b>Work zone</b>

#### 4 ACEC/WSDOT Annual Meeting: Update – Scheduled for June 28th

Steve Olling

- The ACEC Executive Committee researched three venue locations, the Red Lion in Bellevue, the Hotel Murano in Tacoma, and the Silver Cloud in Rustin. The Hotel Murano was selected and is a nice facility and centrally located for travelers in downtown Tacoma. They will provide parking passes that attendees can present at the parking garage venue. The parking cost can be included in the bill.
- The registration website is being developed now and will be ready soon
- The draft agenda was shown and sent out during the meeting. It will be finalized over the next month and will be included on the registration web site

#### 5 Legislative Session: Update

Kevin Miller

The 16-year \$17 billion [Move Ahead Washington](#) transportation package.

Funding for this proposed package also is a new approach. It won't come from a direct tax at the gas pump, but rather includes a variety of revenue sources. Those sources include some license and other fee increases and a combination of state and federal funding, such as Climate Commitment Act and federal

infrastructure funding, deferral of sales tax on some capital projects, and a one-time transfer from other general government accounts.

The 16-year package includes:

- \$1.5 billion towards **Washington State Ferries'** vital work to stabilize operations as well as to build four new hybrid-electric ferries and electrify up to four existing ferry vessels.
- \$1.3 billion in **active transportation** models like Safe Routes to School, bike and pedestrian safety programs and school-based bike programs.
- \$3 billion in **transit programs** and investments, including funds to allow those 18 years old and under to ride free on all public transportation services, including on our Washington State Ferries and Amtrak Cascades trains.
- \$3 billion towards **preservation, maintenance**, and other uses for all transportation agencies. Of this, \$2.8 billion goes to WSDOT, which helps us start to make progress toward reducing the preservation and maintenance backlog while working for additional funding. This does not resolve all of the funding needed to bring the system into a state of good repair, but rather it's a down payment as WSDOT works to secure further funding.
- \$2.4 billion toward the state's obligation to **replace fish passage culverts**, which now fully funds this important work.
- \$150 million toward **Ultra-High-Speed Ground Transportation** to be used as state matching funds for future competitive federal grant applications.
- \$50 million for **Connecting Communities** to fund projects in communities that have had historic underinvestment in walking and biking infrastructure.
- \$1 billion to fund Washington's portion of the **Interstate Bridge Replacement** program.
- Other notable project funding includes:
  - \$640 million to **widen SR 18**
  - \$210 million for the **US 2 Trestle**
  - \$380 million for **I-405 Corridor** Construction
  - \$406 million for the **SR 520** project
  - \$433 million for **SR 167/SR 509 Puget Sound Gateway** project

Other Notable Bills

- SB5961 - Incentivizing the use of **biochar in government contracts**. Biochar soil amendments (currently approved by landscape architect), recycled material, storm water treatment, ground amendment,
- SSB 5558 - This bill provides the legal framework for a **bi-state commission to be set up to address interstate toll bridges**. The responsibilities of this commission are broad and include things like accepting grants, setting toll rates, eminent domain, design, construction and demolition of interstate bridges, etc. While not explicitly stated, it appears this is directed towards the Bridge of the Gods and/or the Hood River Bridge that crosses the Columbia River between SR 14 in Washington and I-84 in Oregon

## 6 Consultant Evaluation Form

Larry Larson

Larry reminded the group of the work we did last year. He discussed the past 1 to 10 scale and how that was not sufficient. He shared the new format and focused on the instructions, primarily the last instruction

bullet. Larry emphasized that Meets Standards is the typical expectation and that's a good rating. The consultant community needs to understand this as well. This needs to be emphasized more and clearly.

Suryata made a comment that this needs to be consistent across the state. Larry mentioned that this should be brought up again at the next Statewide PE meeting. We will bring this up at the ACEC annual meeting as part of our committee update.

## 7 Organization Conflict of Interest

Kevin Miller

- There have been four meetings with AGC, ACEC, non-ACEC representatives and WSDOT, a total of 15 members
- The Goal – June revision to the OCOI Manual. Proposed changes will cover:
  - Consistent application of the guidelines
  - Timely review of proposals
  - Use of firewalls will be directly acknowledged as part of mitigation methods acceptable to WSDOT. There will be conditions to follow, such as certification that the firewall is working
  - For fish passage projects, if a firm authored PHD then conflict of interested can't be mitigated or there may be a transitional period since some firms have already been told they would be OK to pursue DB work
  - WSDOT will be selective on task orders by stating clearly that "This TO will create an OCOI"
  - WSDOT will provide who (which firm as well) is on the OCOI list ahead of time, providing this early in the process
- This should all be more solidified before our next meeting and Art can come back to that meeting with a more detailed update

## 8 Update Charter

All

Steve shared a cleaned up version of the charter and that was sent out with these minutes for review. The main changes are the team members.

## 9 Focus Areas

All

- Bluebeam: Status Update
  - Bluebeam Vu is a free PDF viewer option for legacy versions Revu 2017 & below. As of **March 21, 2023**, Bluebeam Vu 2017 & below will no longer be fully supported.
    - Bluebeam Vu will remain usable with registered legacy versions, but licenses will no longer be fully supported or transferrable among devices. See link - [Using Bluebeam Vu to access Bluebeam Studio](#)
  - Mark Gabel will introduce this topic to the QA/QC Statewide Committee
- Explore evolving mid/post-pandemic business models – We will keep this on the list
- Streamlining submittal and review process, primarily due to reduced WSDOT staff – We will keep this on the list
- Add Complete Streets guidelines to our list. Maybe review the complete streets project delivery memo at our next meeting

## 10 Next Meeting: Virtual? In-person?

All

In person meetings will be good to get back to as long as folks can also connect virtually. Both Suryata and Steve can host these in person meetings at the SR 520 office or at Parametrix (two blocks from the SR

520 Office), respectively. More to come later on this as we set up our next meeting. The next meeting may be held before the Annual meeting

11 Adjourn

Kevin