

AGENDA

WSDOT/ACEC PD Team Meeting

July 29, 2022

9:00am – 11:00am

Attendees:

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Kevin Miller/WSDOT | <input type="checkbox"/> Cesar Mayor/WSDOT | <input checked="" type="checkbox"/> Jeff Lavinder/Parsons |
| <input type="checkbox"/> Mike Fleming/WSDOT | <input 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 type="checkbox"/> Joseph Perez/WSDOT | <input checked="" type="checkbox"/> Manuel Feliberti/DEA |
| <input checked="" type="checkbox"/> Ben Hoppe/JUB Engineers | <input checked="" type="checkbox"/> Daniel Babuca/WSP | <input checked="" type="checkbox"/> Steve Olling/Parametrix |
| <input type="checkbox"/> Brian White/WSDOT | <input checked="" type="checkbox"/> Don Sims/HNTB | <input checked="" type="checkbox"/> Suryata Halim/RHC Engineering |
| | <input type="checkbox"/> Heather Weeks/Jacobs | |

1 *Welcome & Introduction*

Kevin Miller

Jim Mahugh and JoAnn Schueler introduced themselves

2 *Making Digital Files Available During Advertisement*

Jim Mahugh

- The development of procedures for providing electronic (CAD) files to a contractor during the bid period started well before COVID, but COVID provided an opportunity to increase the priority of this as a standard practice. This doesn't mean that the CAD files are contractual, but only for information to assist a contractor in the bidding process. This means having suitable waivers and consistent qualifiers in place. There have been several WSDOT projects that this has been tested on with good outcomes. A GSP is already in place regarding reference documents and that has been changed to reflect the digital files. There are continued discussions with the AGC/WSDOT team to make this a standard practice for all projects. This effort will greatly streamline the bidding of projects, especially in the verification earthwork quantities. A future project delivery memorandum will be issued in a few months to provide clear direction on the specific digital files that can be referenced and at what level of completeness they should be at. Suryata asked if there have been any challenges with using this data as reference documents and contractors using the data to their advantage to price their work. Jim mentioned that the GSP is quite clear that reference documents are not contractual, and the plans and specifications govern the quantities. These digital files can't be used for change order justification. There was some discussion on the level of precision the digital files need to be at when provided as a reference to the contractor. It is understood that these files will never be perfect until the day comes that BIM is the norm. That is 5+ years away. These files just need to be what they are at the time of AD and that is what the GSP is clear about. The only thing that needs to be better understood early in a project development is that these files will eventually be shared with the contractor, so clean and organized files and data management needs to be in place from the start. Larry Larson mentioned that in the end, a Project Engineer should also have the discretion in supplying digital files or not. Therefore, the design memorandum should not dictate this is done on every project, but strongly encouraged. Ben Hoppe mentioned that they are doing this on a lot of projects already (including non WSDOT projects) and we

just need to be careful about the language in the specifications. There will always be concerns about liability as we are not able to make these digital files as clear and concise as the plans. These are design tools and are not perfect. There was some further discussion about the expectations of the accuracy of the digital files. Jim tied this to the future and BIM. Eventually, everything will be digital, so it is good to start thinking about this now. Jim mentioned that the direction on this will be taken to executive management in August and there will be a future presentation on the status of this.

3 Hydraulic Design Certification

Julie Heilman

- Julie introduced herself and went through her slide presentation (attached). She also shared some additional on-line resources. There are also efforts to clean up the design manual to be clearer about the use of the HRM and the WSDOT Hydraulics manual. The design manual will be less technical about stormwater (Chapter 800) and have a stronger reference to the HRM and Hydraulics manual. The new Developer Services chapter Design Manual is also including this.

4 Complete Streets

Celeste Gilman

- Celeste introduced herself and went through a slide presentation (attached) on the direction and status of WSDOT implementation of Complete Streets.
- Kevin included some more information on the Complete Streets process. The project delivery memo covering the Complete Streets initiative references the complete model process for complete streets. This is a document that gives a step-by-step walkthrough of screening identification of locations that the complete streets initiative would be obligated to honor or fulfill. It provides guidance to the alternative development and coordination process with our local partners and is part of community outreach. This guidance helps to provide detail of how the teams are organized, who's accountable, who's responsible and what are the deliverables for each step along the way. There is a term called the Complete Streets Team and Celeste and her counterparts, in her coordination throughout the state during the development of this process, identified different teams assigned to each region and these are individuals that are critical in terms of all these steps from identification and screening, through coordination and ultimately the alternative selection process. This all begins in scoping and then the process is complete in the predesign phase.
- Kevin also shared a few things that have come up as the Complete Streets initiative is getting underway. For example, there was a question from the Northwest Region about a fish Passage project. A fish passage project is typically associated with a singular location that is one small part of a larger corridor. Do we trigger complete streets and if so, what is the obligation for that project to honor the Complete Streets initiative? This question triggered the creation of a design bulletin that captured a reasonable path forward. The idea is that we can identify the context relative to the corridor with our partners. We can find a defensible position of what we think the anticipated corridor needs are based on complete streets. At a minimum we make spot location projects forward compatible (such as providing additional bridge widths to accommodate non-motorized facilities, etc.). Granted, there are still questions of exactly what complete streets decisions will be made in the future. However, the idea is that we're trying to give ourselves enough flexibility for the future that our investment today can support a reasonable future build out.
- Kevin mentioned that in the upcoming week, Celeste and team are going to meet to discuss the design build RFP template. Currently, that template doesn't really embrace or acknowledge complete streets. There's a lot of investment that goes into how we identify and develop our complete streets concepts

and we have developer/builders that need to follow this as well. WSDOT is developing template language to ensure that there remains a good balance between our commitments and a direction as an agency for design build projects. This would need to also be part of a project basic configuration.

5 Focus Areas

All

- Bluebeam: Status Update – Kevin gave an update on Bluebeam and the costs are not as high as mentioned at our previous meetings.
 - \$60 per license for Bluebeam Revu standard
 - Bluebeam eXtreme licenses at \$149 per license. After the initial purchase, the license renewal for eXtreme is +/- \$149/year. This includes any upgrades to newer versions.
 - Comparison of Bluebeam Revu eXtreme, CAD, and Standard Editions | Bluebeam, Inc. :

<h3>Revu Standard</h3> <p>The essential solution for intuitive 2D and 3D PDF markup, editing and collaboration.</p>	<h3>Revu CAD</h3> <p>The solution for CAD users that includes smart plugins for 2D and 3D PDF creation.</p> <ul style="list-style-type: none">• Includes Standard features	<h3>Revu eXtreme</h3> <p>The robust solution built for power users who want to automate complex processes and push the limits of document collaboration.</p> <ul style="list-style-type: none">• Includes Standard features• Includes CAD features
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- Other? – There were no other items identified at this time

6 Staff Updates

All

- HQ Development Division
 - Rafael Reyes to fill the ASDE position that Scott Zeller vacated due to a transition into the Transportation Operations Division.
 - Rafael is from OR where he has served in multiple leadership roles, including most recently as the Region Utilities Engineer.
 - beginning August 16th.
 - We are anticipating a couple more ASDE's moving on where we will need to backfill.
 - No other key updates at this time other than Development is pursuing filling several more positions to support the delivery load and policy development.
- Roadmap to Recovery Plan - Nothing new at this time. Encouraging the second booster; however, not required at this time.
- WSDOT Regions & Consultants - Regions are going through workforce exercises to gear up for delivering the historic program, more of a focus on GEC support. NW Region will have an opportunity workshop in October (in person at Dayton).

7 Adjourn

Kevin

Highway Runoff Manual Training and Certification



Julie Heilman WSDOT State Hydraulics Director

Where did the HRM Training certification requirement come from?

- 1995 HRM -2008 HRM
- 2009 HRM updated - NPDES requirements for training
 - WSDOT staff
 - Consultants
 - Contractors
- Three HRM versions with training requirement to date:
 - 2008 HRM
 - 2014 HRM
 - 2019 HRM

HRM Certification:

- 513 consultants
- 302 local agency staff
- 708 WSDOT staff

Current Language on HQ Hydraulics Training Web Page

“As an obligation of WSDOT’s National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater General Permit, this training is required for anyone that designs new stormwater Best Management Practices (BMPs) on WSDOT ROW, modifies an existing stormwater BMP on WSDOT ROW, or where a stormwater BMP is designed or modified and will be turned back to WSDOT for ownership. If you already have a 2014 HRM certificate number, there is a separate 2019 HRM Update Training so that you can receive your 2019 HRM certificate number.

Participants are required to attend every day of the training and pass the final exam to receive a 2019 HRM Certificate of Completion number. This certification number is valid until the next version of the HRM, which is expected in 2024. Any major HRM updates, supplements or trainings will be announced on the [Highway Runoff Manual](#) web page and through the HRM listserv.

WSDOT maintains a database of all professionals who have successfully completed the training. This database may be referred to by WSDOT when making future work assignments, when reviewing future requests for proposals, and it may be used in the proposal ranking criteria for future projects.”

Current Language in the HRM

A Highway Runoff Manual (HRM) certificate number is required for the stormwater designer that designs a new stormwater BMP on WSDOT right of way (ROW) or modifies an existing stormwater BMP on WSDOT ROW or where a stormwater BMP is designed or modified and will be turned back to WSDOT ownership. The HRM certificate number is given to those who have successfully passed HRM version that the project is required to follow per the 2019 HRM [Implementing Agreement](#). Here is the link to the [HRM Training Workshop](#).

Internal WSDOT Cheat Sheet

Contact Region Hydraulics Engineers or HQ Hydraulics

2	Guide for Different Developer/Local Jurisdiction Scenarios discharging to and from WSDOT Right of Way ⁽¹⁾⁽²⁾						
3	DEVELOPER SCENARIOS	What manual to follow for stormwater BMP design?	Who owns BMP	Who operates BMP?	Add BMP to HATS?	Need a capacity analysis of WSDOT's Conveyance System with new flows?	Add Hydraulic Report to Hydraulic Report database?
4	Flows from WSDOT highway to BMP; BMP on WSDOT ROW; BMP discharges to WSDOT's conveyance system that discharges within WSDOT ROW to an outfall (Waters of the State) or discharge point (infiltration)	HRM	WSDOT	WSDOT	YES	NO	YES
	Flows from WSDOT highway to BMP; BMP on WSDOT ROW; BMP discharges to local jurisdiction's conveyance system			WSDOT or possible maintenance agreement with private			

Questions?



COMPLETE STREETS

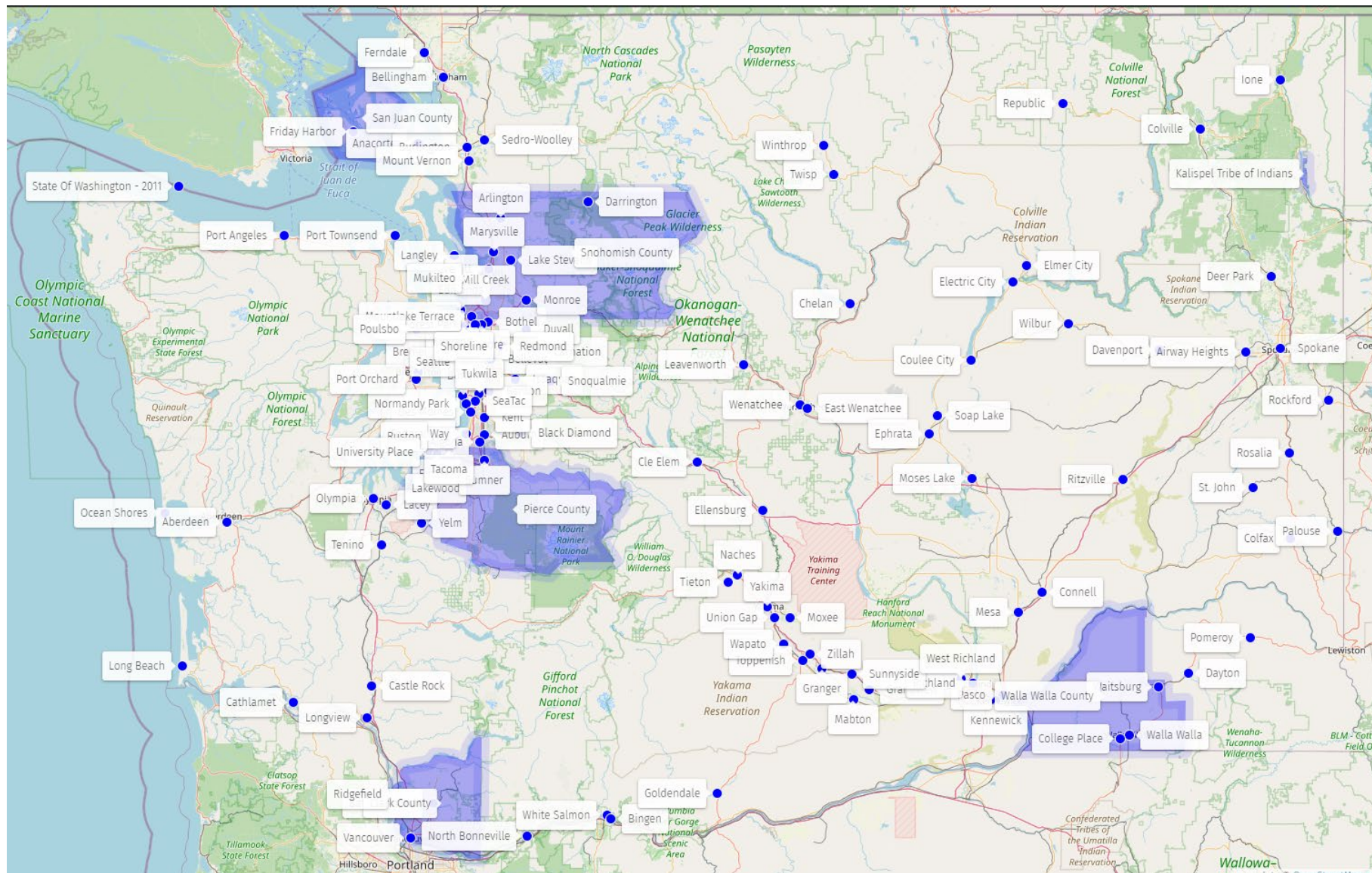
Celeste Gilman, Strategic Policy Administrator, Active Transportation Division

July 29, 2022



Complete Streets in Washington

Statewide



WSDOT Strategic Plan

VISION

Washington travelers have a safe, sustainable and integrated multimodal transportation system.

MISSION

We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

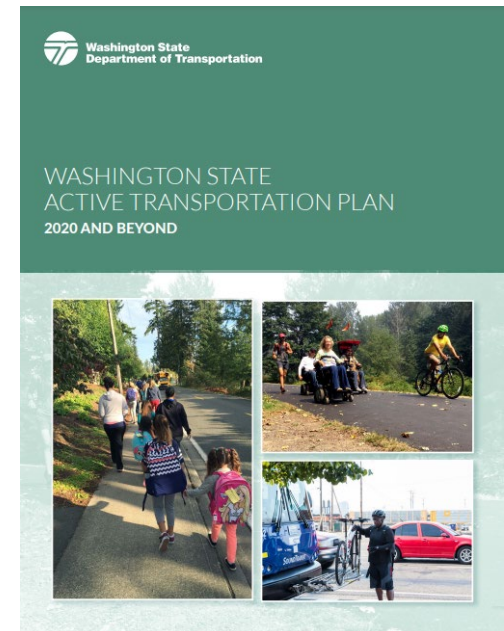
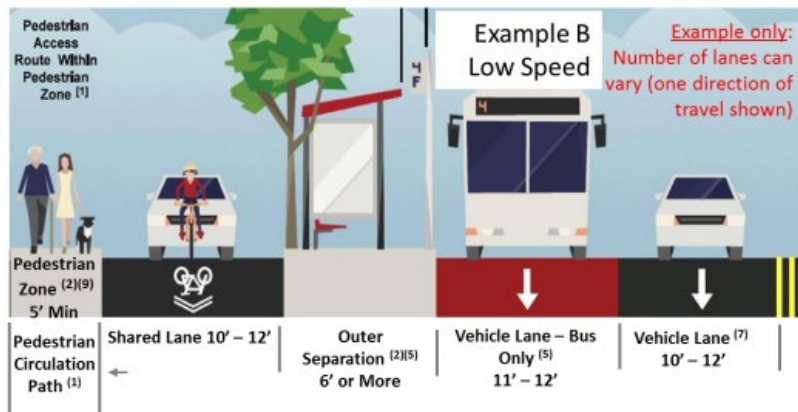
VALUES

• Safety • Engagement • Innovation • Integrity • Leadership • Sustainability

GOALS

• Diversity, Equity, and Inclusion • Resilience • Workforce Development

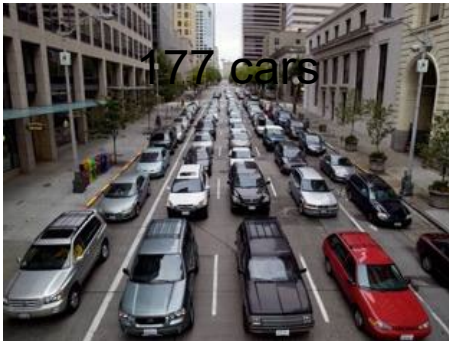
Design Manual



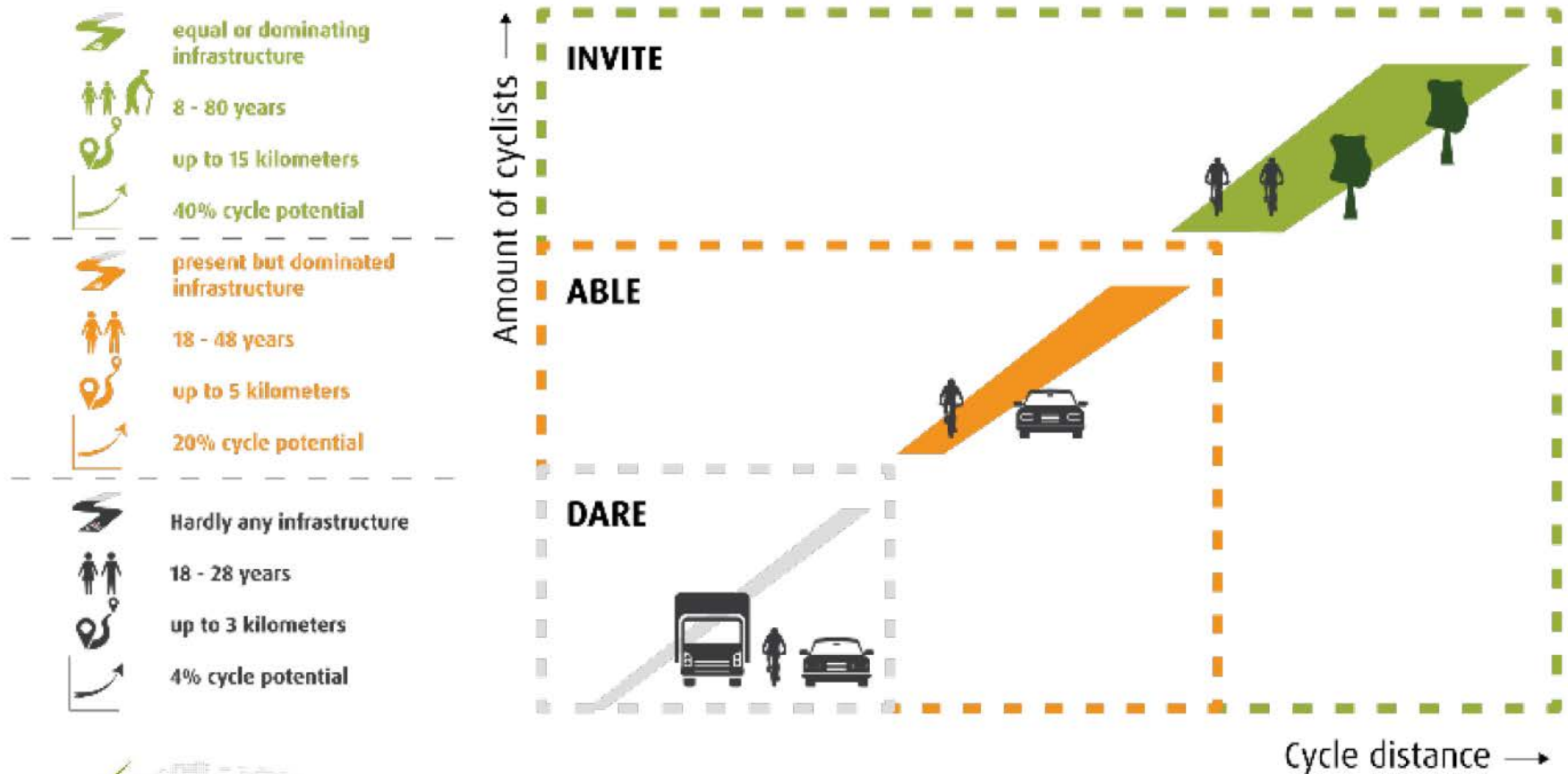
Active Transportation Plan

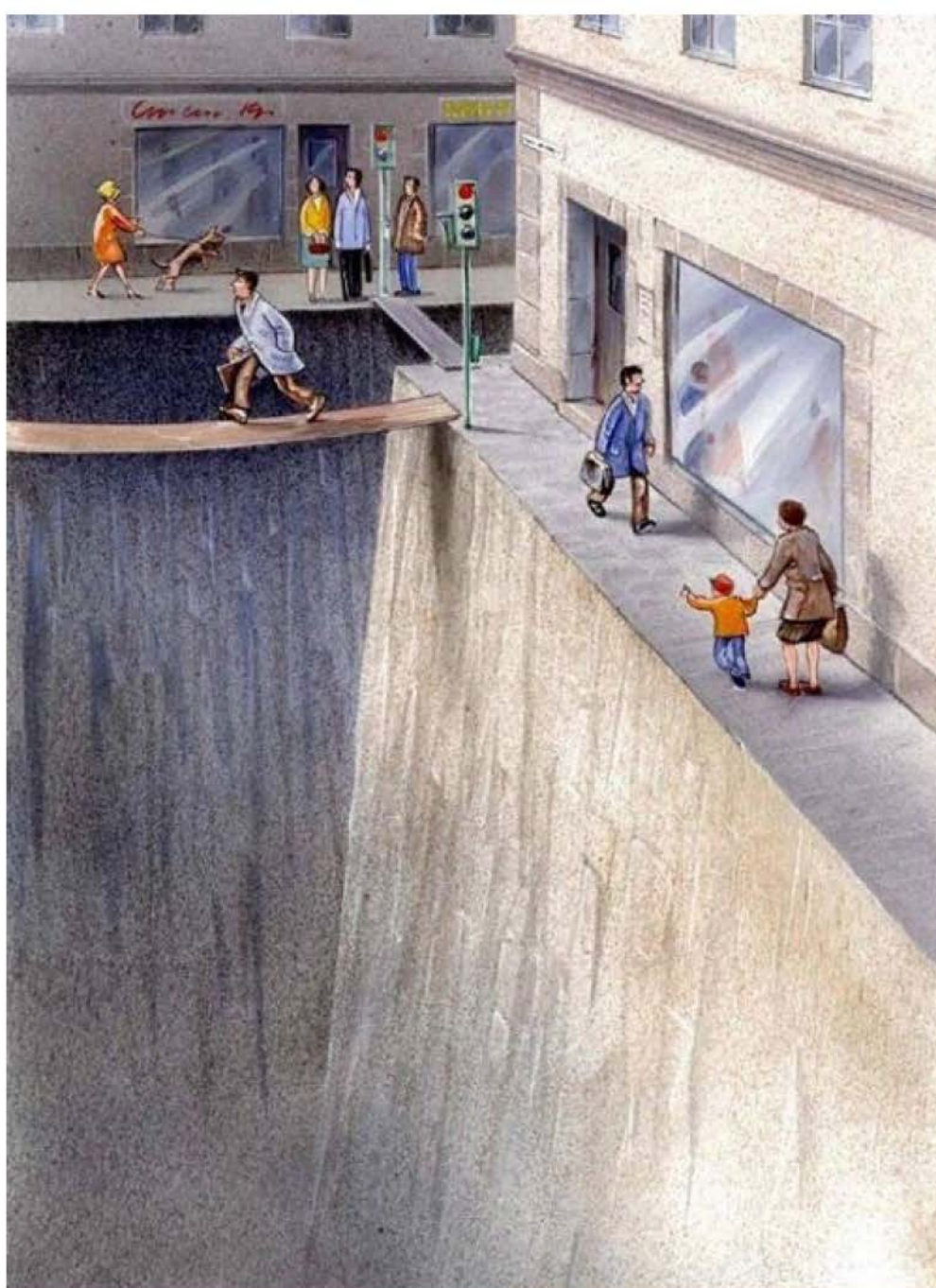
Why Complete Streets?

200 people can fit in ...



Why Complete Streets?





Karl Jilg

Complete Streets Requirement

Added to Chapter 47.24 RCW - CITY STREETS AS PART OF STATE HIGHWAYS

Purpose: “(1) In order to improve the safety, mobility, and accessibility of state highways, it is the intent of the legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users, notwithstanding the provisions of RCW 47.24.020 concerning responsibility beyond the curb of state rights-of-way.”

Applies to “state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or more”



Applying Complete Streets

Projects:

- over \$500,000 beginning design on or after July 1, 2022
 - in incorporated cities,
 - in areas where active transportation gaps have been identified in WSDOT or local plans, or
 - in overburdened communities

Regional Administrators have ultimate responsibility for Complete Streets decisions on projects.

Allowable complete streets solutions may include reallocating space within the existing area occupied by transportation facilities, including reduction in the size and number of vehicle lanes and reduction in vehicle speeds.

Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,”

No Sidewalk

NOT COMPLETE

SR 99



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way that do not have a complete and Americans with disabilities act accessible sidewalk or shared-use path,”

ADA Accessible Sidewalks



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”

No Bike Facilities



NOT COMPLETE

SR 523

Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that do not have bicycle facilities in the form of a bike lane or adjacent parallel trail or shared-use path,**”



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists”



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... that have such facilities on a state route within a population center that has a posted speed in excess of 30 miles per hour and no buffer or physical separation from vehicular traffic for pedestrians and bicyclists”

Buffered Shared Use Path

COMPLETE

SR 99



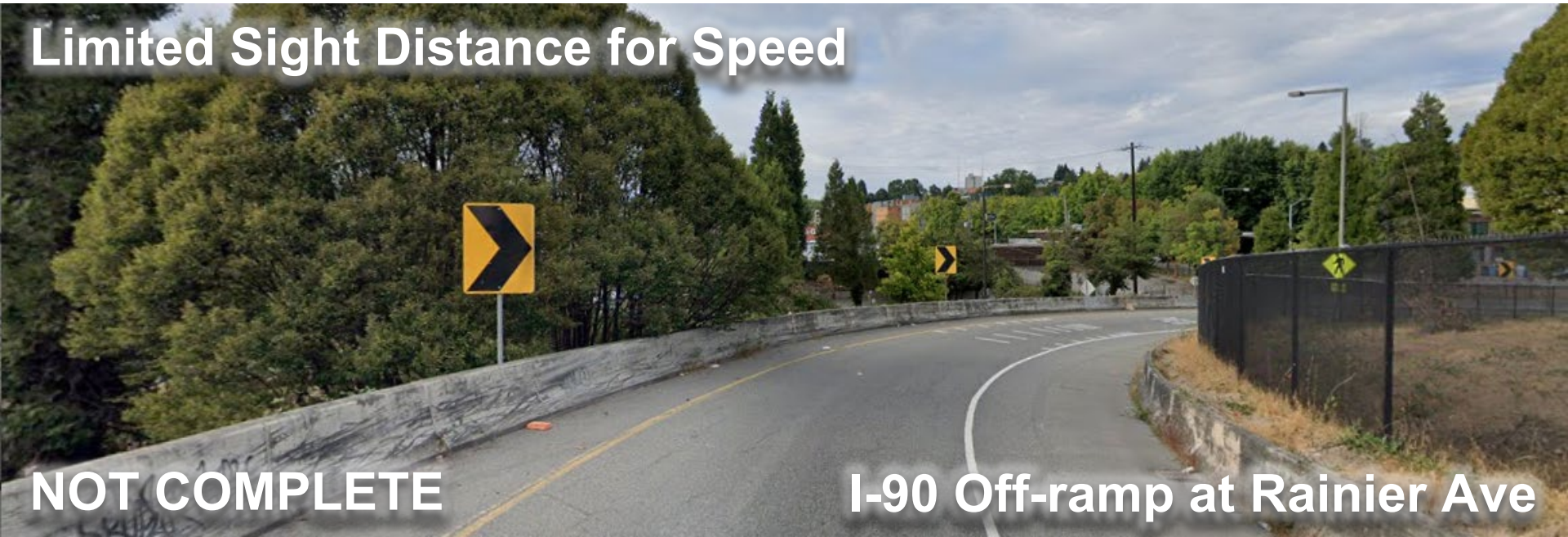
Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;**”

Limited Sight Distance for Speed

NOT COMPLETE

I-90 Off-ramp at Rainier Ave



Complete Streets Requirement

“[M]ust: (a) Identify those locations on state rights-of-way ... **that have a design that hampers the ability of motorists to see a crossing pedestrian with sufficient time to stop given posted speed limits and roadway configuration;**”

Good Crosswalk Visibility



COMPLETE

SR 171

Level of Traffic Stress: Bicycle Facility Example



LTS1  100% percent of likely bicyclists willing to use this facility



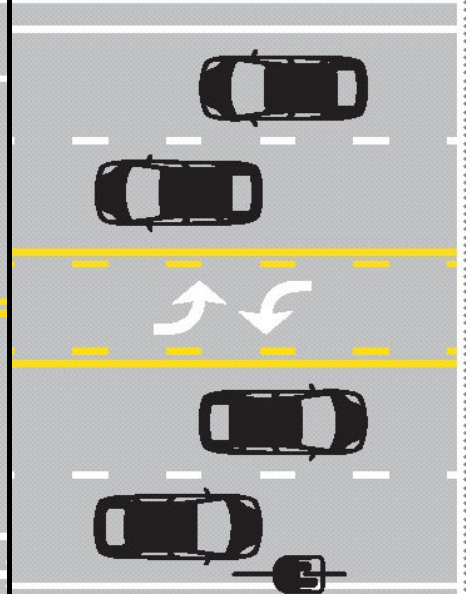
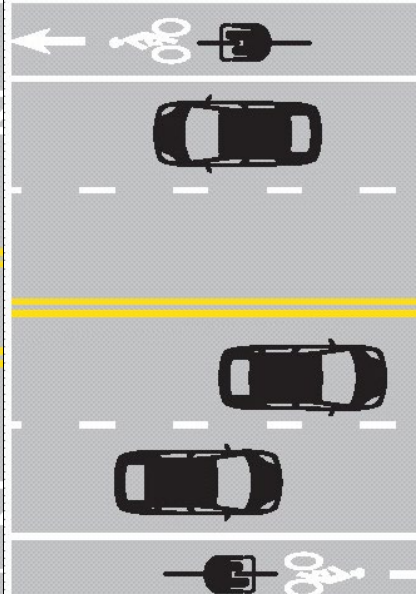
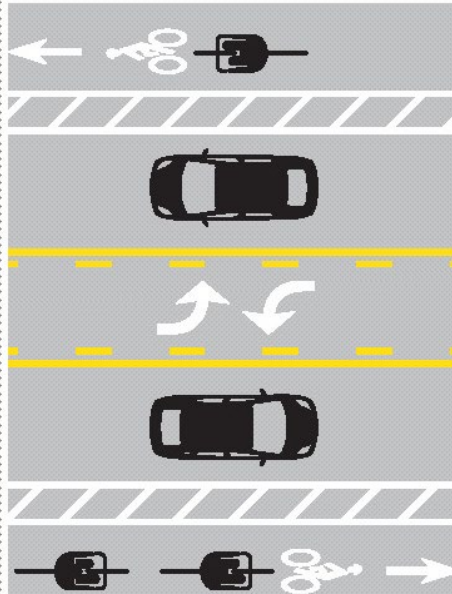
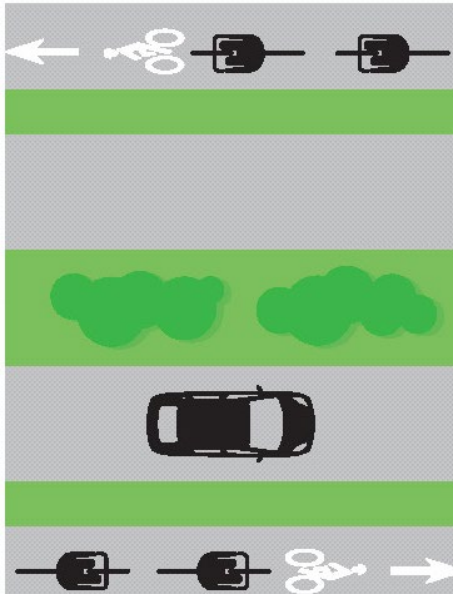
LTS2  81% percent of likely bicyclists willing to use this facility



LTS3  12% percent of likely bicyclists willing to use this facility



LTS4  1% percent of likely bicyclists willing to use this facility

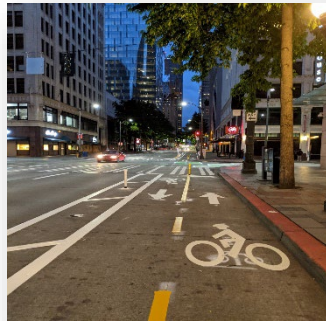


Safe System Approach

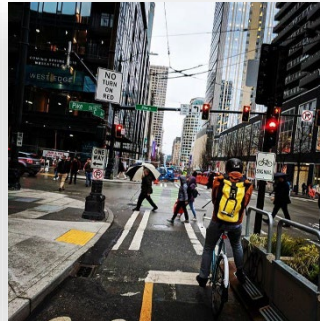
Safer Roads



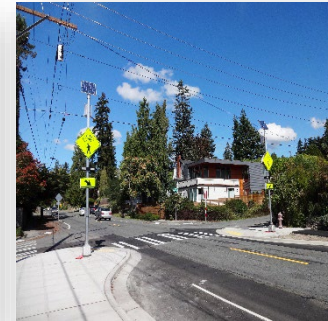
Avoiding crashes involves:



Separating
users in space



Separating
users in time



Increasing
attentiveness
and awareness

Equitable and explicit consideration of modal decisions

Safe System Approach

Safer Roads



Managing crash kinetic energy:



Managing
speed



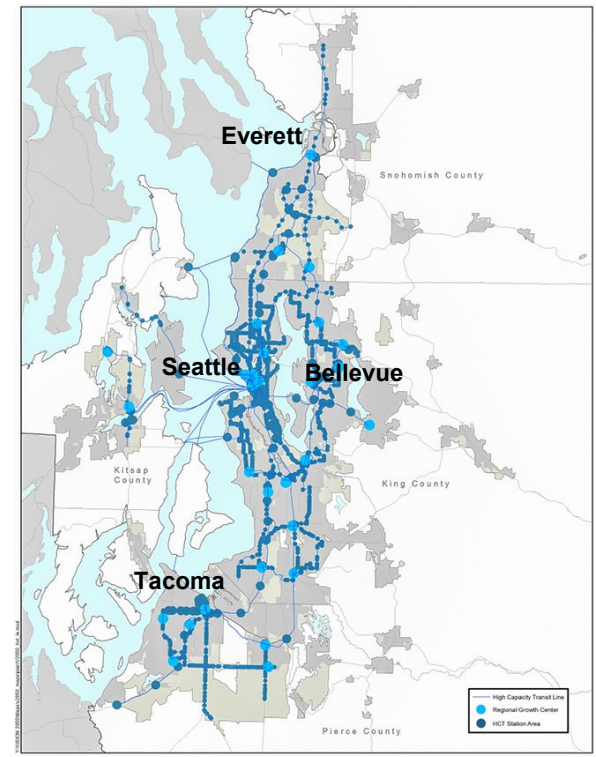
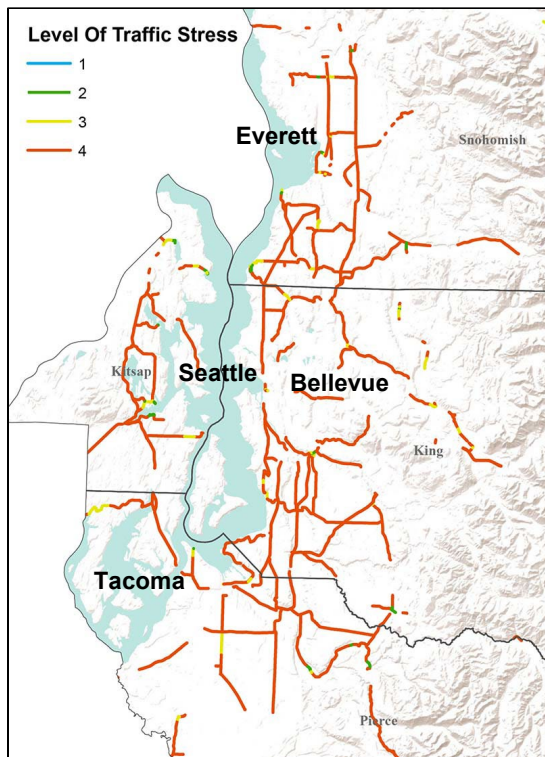
Manage Mass
difference



Manage crash
angles

Complete Streets Requirement

“(b) Consult with local jurisdictions to confirm existing and planned active transportation connections along or across the location; identification of connections to existing and planned public transportation services, ferry landings, commuter and passenger rail, and airports; the existing and planned facility type(s) within the local jurisdiction that connect to the location; and the potential use of speed management techniques to minimize crash exposure and severity;”



Complete Streets Requirement

“(c) Adjust the speed limit to a lower speed with appropriate modifications to roadway design and operations to achieve the desired operating speed in those locations where this speed management approach aligns with local plans or ordinances, particularly in those contexts that present a higher possibility of serious injury or fatal crashes occurring based on land use context, observed crash data, crash potential, roadway characteristics that are likely to increase exposure, or a combination thereof, in keeping with a safe system approach and with the intention of ultimately eliminating serious and fatal crashes;”



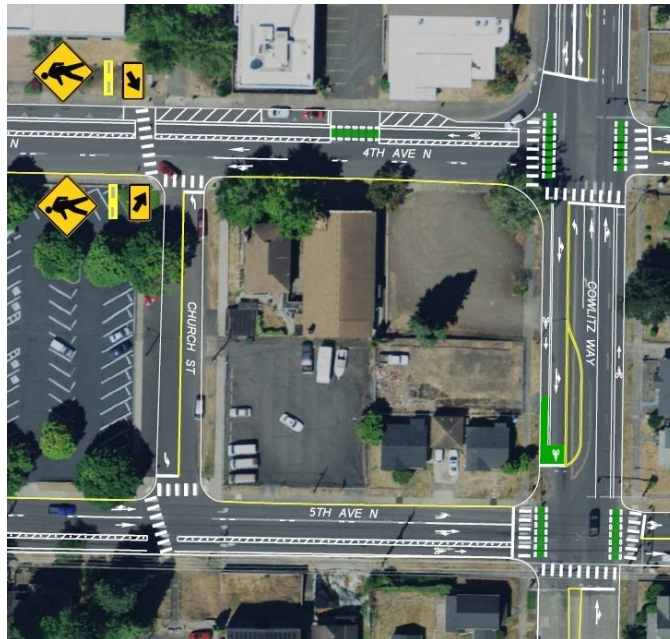
Source: Target Zero 2019

Converting “Stroads” to Streets or Roads



Complete Streets Requirement

“(d) Plan, design, and construct facilities providing context sensitive solutions that contribute to network connectivity and safety for pedestrians, bicyclists, and people accessing public transportation and other modal connections, such facilities to include Americans with disabilities act accessible sidewalks or shared-use paths, bicyclist facilities, and crossings as needed to integrate the state route into the local network.”



High Level Schedule



Contacts

Celeste Gilman – Overall Statewide Coordination

Teams, gilmanc@wsdot.wa.gov, 206.492.0993

Kevin Miller and John Donahue – Design Policy

Teams, millerk@wsdot.wa.gov, 360.600.1638

Teams, donahjo@wsdot.wa.gov

Where to go to get more info

- Complete Streets webpage: <https://wsdot.wa.gov/construction-planning/complete-streets>
- Complete Streets Project Delivery Memo: <https://wsdot.wa.gov/publications/fulltext/ProjectDev/ProjectDeliveryMemos/Memo22-03.pdf>

Take Aways

- Consider Complete Streets the default for state transportation projects. Deviations will require justification and approval (from HQ and/or RA).
- Initial implementation is specific to state transportation projects but other project types may be added in subsequent phases.
- Read the Project Delivery Memo and familiarize yourself with the detailed guidance available through national resources.
- Our aim is implementation that is sincere and practical. Creative and thoughtful design will be key to cost-effectively providing for the safe mobility of users of all forms of transportation.
- Reach out to Celeste, Kevin, and John with your questions and needs – we want to support your role in successful implementation.