

AGENDA

WSDOT/ACEC PD Team Meeting

December 9, 2022

10:00am – 12:00am

Attendees:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Kevin Miller/WSDOT | <input type="checkbox"/> Cesar Mayor/WSF | <input type="checkbox"/> Jeff Lavinder/Parsons |
| <input checked="" type="checkbox"/> Mike Fleming/WSDOT | <input type="checkbox"/> Chad Hancock/WSDOT | <input type="checkbox"/> John Donahue/WSDOT |
| <input type="checkbox"/> Lisa Reid/SCJ Alliance | <input checked="" 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 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 type="checkbox"/> Don Sims/HNTB | <input checked="" type="checkbox"/> Suryata Halim/RHC Engineering |
| | <input checked="" type="checkbox"/> Heather Weeks/Jacobs | |

1 Welcome & Introduction

Kevin provided an overview of the agenda and the presenters introduced themselves to the group.

2 Lessons Learned: Noise Wall Change Order

Dean Moon and Curt Winningham provided a PowerPoint presentation regarding Reporting Engineering Errors on Highway Construction Projects, per RCW 41.01.490 (PowerPoint included with these meeting notes). In particular, an example was provided regarding a noise wall issue on I-90 in the Eastgate area. The issue is related to an ambiguity in the noise discipline report which translated to an incorrect assumption in the design placement of the noise wall. This caused an incorrect wall height design, resulting in some noise wall panels manufactured to the incorrect height. This ambiguity relates to the location the wall was modeled in the noise study versus the location dictated on the plans. This resulted in a large project change order (budget and schedule impacts). The lessons learned are included in the PowerPoint presentation. Larry asked if the noise modelers reviewed the design. Both Curt and Dean showed that comment as part of the presentation. However, there were no changes in the design based on the comment. This was one of the documented lessons learned. Curt mentioned that he is using these learned lessons on a current project on SR 526 where there will be noise walls. There was continued discussion on some specifics in the noise wall design on I-90 relating to the lessons learned.

3 HEAL (Healthy Environment for All) Act Update

Charlene Kay and Alberto Valentin from WSDOT HQT's provided a PowerPoint presentation regarding the Heal act update (PowerPoint included with these meeting notes). This was an overview explaining the Act compared to what was already in place before the Act as part of the Presidential Executive Order 12898. In summary, the intention of the HEAL Act is to provide an equitable distribution of all the benefits and services that WSDOT provides as a public agency to all populations within a special interest, our vulnerable populations, and overburdened communities in Washington state. Particular actions are that we need to make sure that we are not causing more environmental harm or health disparities to vulnerable

populations and also provide an equal distribution of our services and actions by doing an equity assessment. This allows for more meaningful involvement with vulnerable populations and communities that have been suffering over the years because of the environmental effects and health disparities. The HEAL Act requires us to take environmental justice assessment to another level. We need to do a more meaningful investigation and assessment over how our actions will impact these communities over the next decade and beyond. The draft implementation plan for compliance with the HEAL Act will be ready in early January 2023 and will be presented to the EJ Council for review.

Chun-Ho Chen had a question relating to Complete Streets, EJ, and outreach requirements. Charlene mentioned that the new path forward will bring the design process and EJ together earlier in the project planning process and set KPI's to monitor as the design progresses. Basically, embed EJ deeper into our planning and design process. Complete Streets policy will greatly help make this happen. There is a Nexus between the two policies, and WSDOT is restarting community engagement training efforts that will involve complete streets along with other plans and train members of the WSDOT planning and project delivery community to reestablish baseline expectations for community engagement.

4 Design Parameters Worksheet: Initial Updates

Jim Mahugh provided an update on the progress of the redevelopment of the project Design Parameters documentation. He showed the current product, and it is still a work in progress. It is getting longer, and Jim's team is looking at reducing it and making it easier to navigate. However, it is already a huge improvement to what is being used today. To make this a little shorter, they are looking at consolidating some of the design elements that are shown in the Basis of Design (BOD), which is basically the outline for the Design Parameters. The update will be far better to navigate and there will be an ability to shut certain areas on and off to make navigation simpler. This will be a far more "active" document. Any consolidation in the parameters will be synchronized with an update to the BOD as well.

Suryata asked if WSDOT is going to test this on a project soon. Jim asked for volunteers. Larry mentioned that the Eastern Region would love to do a test on this and asked Jim to contact them for a briefing on it soon. Jim mentioned they will be ready to begin testing in mid-January 2023.

5 Design Manual Update Webinars: Feedback

Steve provided a short update on the recent WSDOT Design Manual update webinars. They are very detailed and are extremely helpful in understanding the back story to why the changes were made. They may not need to be fully viewed as there may be areas a person is not interested in, but there are good agendas to follow and it's easy to come and go as needed. These should continue.

6 Bluebeam: Final Update

Kevin provided this update. This was discussed at the Project Development Engineers conference in November. Kevin has been leading the internal inquiries into the relative demand for Bluebeam, statewide, with the hopes that maybe he could garner further support for the utilization of Bluebeam. Kevin reached out to the Regions and received a lot of good feedback in this and different programs to support plan review and other document review needs. It looks like there is an appetite for an additional 325 acquisitions statewide (+/-) coupled with the existing 600 or more licenses. This would put WSDOT more than 900 licenses. This is a substantial number and Kevin was unable to find funding to secure a statewide acquisition or approach and it's now falling back to the Regions to pursue this acquisition on their end.

There is another wrinkle that appeared very late in the game. Bluebeam has also changed their fee structure associated with their product lines. Specifically, it was previously a perpetual acquisition. Once you acquired it, it had a baseline cost for the license at approximately \$400.00 and a nominal \$60 a year renewal fee. They changed their fee structure to a subscription. That'll be a flat \$300.00 per year per license fee. That's a little bit of a game changer. This now concludes our committee's involvement in this issue.

7 Staff Updates

Kevin and Michael provided a few updates for WSDOT HQT's, one of them being the retirement of Kevin Dayton 😞. There is also a recruitment coming our soon for another ASDE. This will most likely trigger a TE 5 backfill and down the line. Michael consolidated a position a few years ago to combine roadway geometrics with roadside safety. This model no longer makes sense due to so many new issues, so this consolidation will revert to two separate positions. There will also need to be a new positions to focus on Complete Streets and BIM.

Joseph mentioned a new agreement manager, Kevin Workman, in the Olympic Region Consultant Services Office.

Brian White mentioned the departure of a project engineer (Andrew Bird) and a Design Manager (Jeff Minnick), from the South Central Region. Both have been replaced internally.

8 Focus Areas

Below are the future focus areas that were presented at the ACEC Winter Meeting in Bellevue on 12/14/22. Steve attended the meeting. It was a very informative meeting relating to both federal and state funding and policy as well as updates from all liaison committees (King County, WSDOT, Sound Transit, Port of Seattle)

- Complete Streets implementation
- BIM
- Buy America/Build America New project delivery memo
- Design Parameters Documentation Updates
- Hydraulic Certification
- Digital file availability to Contractors