WSDOT/ACEC Structures Team
Meeting @ Berger/ABAM Office

Attendees:

Dick Stoddard	Bob Fernandes
Mike Bauer	Rick Johnson
Ron Lewis	Steve Aisaka
Paul Wolf	
Mat Preedy	
Bill Prill	

Absent:
Jose Carrasquero

Notetaker: Dick Stoddard

Opening Remarks:

Next meeting will be on April 14th at Berger/ABAM in Federal Way.

Membership:
Mark Johnson of CH2M Hill in Bellevue was nominated and approved to fill the vacancy left by Scott Perry. One more ACEC representative is needed to fill the vacancy left by Jerry Dorn. Bob Fernandez will contact a list of suggested ACEC members.

Co-Location Issue:
Committee discussed this issue and agreed that it is important. Questions about the consultants' liability were raised. Who is liable when working in an integrated engineering office? Why is it important to co-locate at WSDOT project offices that are not near the project construction site? Does WSDOT understand the effect this policy will have on the price of structural design contracts by consultants and the WSDOT Bridge Office? What are the underlying business issues that make co-location such a popular business model for WSDOT?

The committee needs to invite Co-Location supporters to a meeting for discussion of the issue. Dick will find the appropriate people and schedule for a future meeting.

Previous Minutes
Minutes from the February 10, 2006 meeting were review and approved.

Today's Agenda

9:00 am	20 min	Standing Agenda

		Co-Chair's opening remarks (10 min) Review and approve minutes from last meeting (5 min) Review and approve today's agenda (10 min) Review status of outstanding action items (5 min)
9:20 am	20 min	ST 4 – "*PIF Reviews*" – Transmittal Letter Approval and Signature
9:40 am	20 min	LT 4 – "*Determining Environmental Requirements*" • Proposal 1 – Performance Based Permitting
10:00 am	10 min	Break
10:10 am	50 min	LT 4 – "*Determining Environmental Requirements*" • Proposal 1 – Performance Based Permitting
11:00 am	10 min	Break
11:10 am	50 min	LT 4 – "*Determining Environmental Requirements*" • Proposal 2 – Use WSDOT Std. Spec. in Environmental Documents
12:00 pm	30 min	Working Lunch Agenda Discuss draft for Proposal LT4-3 (30 min) Document Environmental. Decisions
12:30 pm.	1:00 pm	Wrap Up Review action items from today's meeting (10 min) Prepare agenda for the next meeting (10 min) Analysis of today's meeting (10 min)
1:00 pm.		Adjourn

Status of Action Items from Previous Meeting on 02/10/06.

- ✓ Develop the Short Term Issue #4 transmittal letter to the Committee Sponsors for review and signature at March 10 meeting.- Bob. - Done
- ✓ Update Issues Progress Table and distribute with meeting minutes. Discuss and update at next meeting. – Dick - Done
- ✓ Revise LT#4 – Proposal 2, "Performance Based Criteria and Approval" for discussion and possible endorsement at next meeting. Ready for discussion
- ✓ Develop a draft of LT#4 Proposal 2, ***"Establish a Process for Utilizing WSDOT Standard Specification in Environmental Documents and Permits***" – Paul W. and Ron L. – Set for April 14th meeting.

Minutes from Today's Meeting

Short Term Issue #4, *"Expectations for Design Reviews for Projects with Structures"* (Permitting – Intermediate – Final) (PIF for short).
Reviewed letter to sponsors. Made minor edits and approved for signature. Bob and Dick will sign the letter and distribute on March 17.

Long Term Issue #4, *"Determining Environmental Requirements"*
Proposal 1 – *"Change the Existing Environmental Criteria and Approval System to a Performance Based System"*
The committed discussed and accepted language for the common problem statement to be used for all six proposals.

Description:
The committee agreed that Proposal 1 needs to expand on examples of how Performance Based permitting was used in Oregon and how it might be used at WSDOT. Paul Wolf will send committee members a web link to the ODOT OTIA program that makes use of Performance Base environmental permitting for the entire program.

Implementation:
The right type of structures and programs will be needed for a successful implementation. This might include a group of bridges that can be addressed with a Programmatic approach. ODOT's bridge replacement program involves 300 bridges and governor level support for a stream lined environmental permit process. WSDOT may need similar support and a clearly defined bridge construction program. Possible bridge programs that might be used for implementation:

- TPA projects
- Multi Column Bridge Seismic Retrofit Program
- Bridge Painting Program
- Bridge Replacement Program with 49 bridges.

How do we develop trust between regulatory agencies and WSDOT with regard to meeting environmental objectives and performance standards? Trust may need to be established on small projects before progressing to large scale programs. The committee discussed the issue and agreed that simple and small projects may be a good way to start but an implementation program must ultimately include challenging bridges and complex environmental issues to develop trust for use of performance based criteria on large scale programs.

Contrary Comments:
"Is Performance based design a good thing?" What about liability for the designer? What if the design meets the performance standards on paper but the does not meet performance objectives when in service? Who is liable? Could the designer be forced to provide a fix? With prescriptive criteria, the designer and contractor know that there will be no future liability issues even if the criteria changes. Will this be the same for Performance Base criteria? These questions must be addressed in our recommendation to the sponsors.

Environmental and Permitting Issue that might be addressed with a Performance Criteria:

Permitting criteria for pile driving is becoming more stringent and confusing for design teams. Many changes are being initiated by regulatory groups that will further restrict pile driving and force designers to prescribe pile driving methods, equipment used, and construction schedules during the development of the Preliminary Plan. Pile driving vibrations in water and on dry land are at issue. The use of steel piles and impact hammers are at issue because of the high frequency content in the vibrations. Water vibrations have detrimental effects on fish. Air vibrations can be considered harassment of animals. The current policy by regulatory agencies is changing rapidly with little involvement from bridge designers or construction experts.

LUNCH

Proposal 2 – *"Establish a process for utilizing WSDOT Standard Specifications in Environmental documents and Permits"*

The committee recognizes the need for permit agencies to accept and/or work with WSDOT to refine the Standard Specifications. If the Std. Spec. is not currently suitable for use as a reference in the environmental permits, the agencies should work with each other to make the necessary changes. The Std. Spec. is the construction implementation tool at WSDOT and is the logical tool to enforce environmental requirements in construction contracts.

Potential Benefit:
Get permit writers away from writing permits with too much detail that create conflicts with contract documents.
NW Region environmental is spending a huge amount of time creating translation documents for inspectors to use to enforce permit requirements. They are creating environmental compliance plan sheets to go along with contract plans. I would be very beneficial to WSDOT if this redundant effort could be eliminated.

Focus Group
Add Bill Prill to the Focus Group of Ron Lewis and Paul Wolf to address how Standard Specifications can be incorporated into permit documents. Add Dave Merriman (WSDOT Construction Office) to the focus group. Flush out this proposal for the next meeting.

Implementation:
Create a list of construction activities along with the Standard Specifications that the control the activities. This type of document would be given to regulatory agency liaisons to foster understanding and trust in the Standard Specifications.

"Should we propose the development of a translation document instead of expecting environmental groups to reference WSDOT Standard Specifications?"
NO. Not a good approach for WSDOT contract administration. However, a translation document may prove useful as a training tool and communication tool

with regulatory agencies.
Our objective is to get regulatory agency liaisons and permit writers to reference WSDOT Standard Specifications. A translation document presents a persistent potential for misunderstanding.

Letter to Sponsors:
Prior to submission to sponsors, the committee should include more WSDOT environmental staff in our discussions. Try to have this proposal ready for the WSDOT/DOE Liaison meeting in May, 2006.

Action Items for Next Meeting

- Item 1
  ST4: Submit letter to sponsors for Short Term issue #4 – Bob and Dick
- Item 2
  LT4 Proposal 1: Add Performance Base Permitting examples and case studies from ODOT OITA program – Steve Aisaka
- Item 3
  LT4 Proposal 2: Flush out description – Paul, Ron, Bill
- Item 4
  Identify Co-Location managers and invite appropriate people to speak to the structures committee at a future meeting. - Dick

Meeting Adjourned