



Confluence Parkway Project

APPLICATION TO USE PROGRESSIVE DESIGN-BUILD

PROJECT REVIEW COMMITTEE PRESENTATION

MARCH 23, 2023

● Introductions

- **City of Wenatchee Public Works Department**

74 employees and a 2023 Capital Project Budget of nearly \$59 million

- **City's Owner Advisor and Legal Counsel**

Jacobs Project Management Co.
Thaxton Parkinson, PLLC



Jake Lewing, PE
City Engineer/Project Manager



Kim Nokes, PE, DBIA
Project Manager, Jacobs



Les Melhorn, PE
Procurement Lead, Jacobs



Robynne Thaxton, JD, FDBIA
City's Legal Advisor,
Thaxton Parkinson, PLLC

Agenda

- Project background, need, and overview
- A Fiscal benefit or traditional delivery method is not practical
- B Meets qualifying criteria (RCW 39.10.300)
- C Public Body experience and project delivery knowledge
- D Construction personnel independent of DB team
- E Public Body resolved audit findings
- Equal opportunity
- Questions?

Evaluation
Criteria

● Why Progressive Design-Build?

Design-Build Qualifications

- Complex and specialized construction and phasing
- Opportunity for innovation and efficiency
- Optimize Project delivery time

Progressive Design-Build Benefits

- Reduced procurement time
- Collaboration through design and construction
- Target value – design to budget approach
- Transparency in pricing
- INFRA Grant timing

● Project overview

- Provides a new north/south route
- Builds 2.5 miles of new or reconstructed roadways
- Eliminates three at-grade railroad crossings
- Builds two new undercrossings of BNSF Railway
- Constructs a 700-foot bridge across the Wenatchee River
- Relocates 0.8 miles of multi-use trail
- Enhances pedestrian and bicyclist access and safety





Project overview

South - Confluence Parkway (INFRA Grant – Project)

- Reconstructs 0.63 miles of arterial with bike lanes, sidewalks, and turn lanes
- Provides a new local street connection
- Eliminates three at-grade railroad crossings
- Improves intersection operations and safety

North - Confluence Parkway

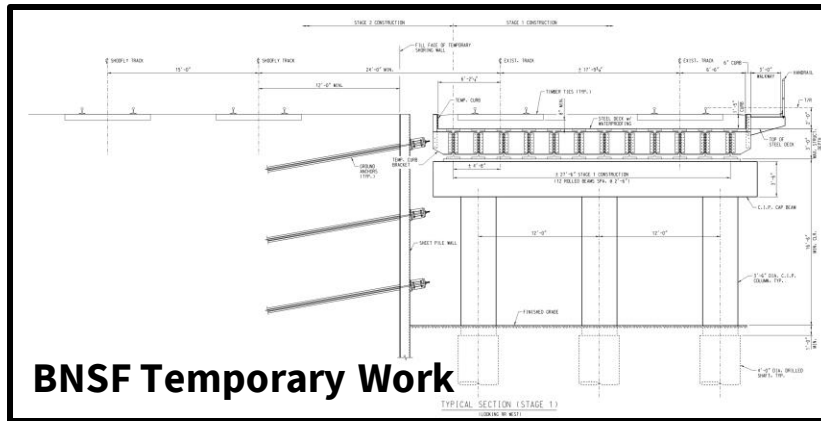
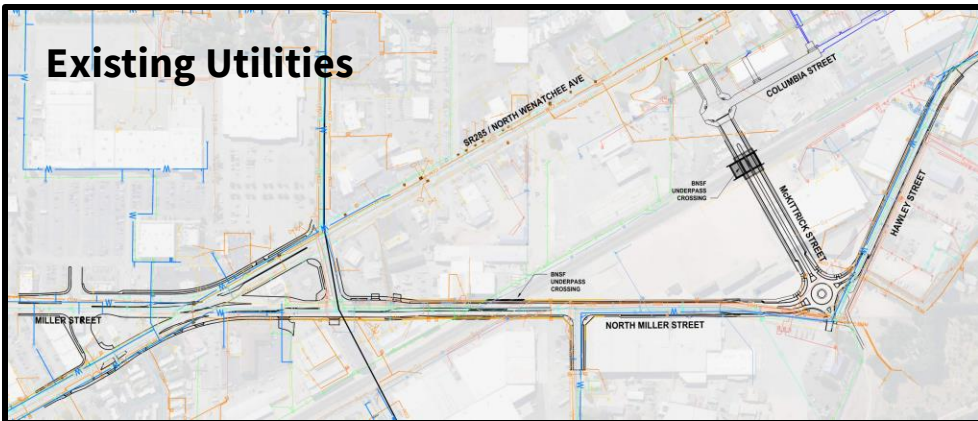
- Provides 1.74-mile new north/south roadway connection
- Enhances multimodal access and safety for bikes, pedestrians, and transit
- Provides a new Wenatchee River crossing
- Incorporates future funding opportunities



● Project overview

Complex – Specialized – Innovation - Efficiencies

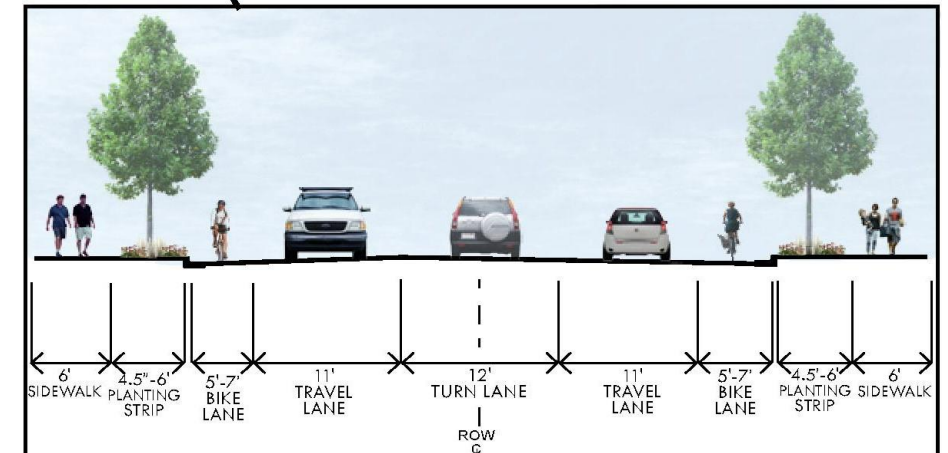
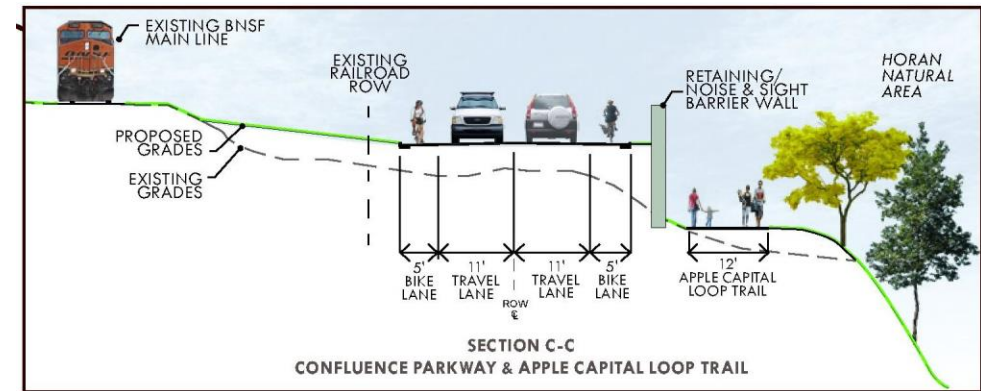
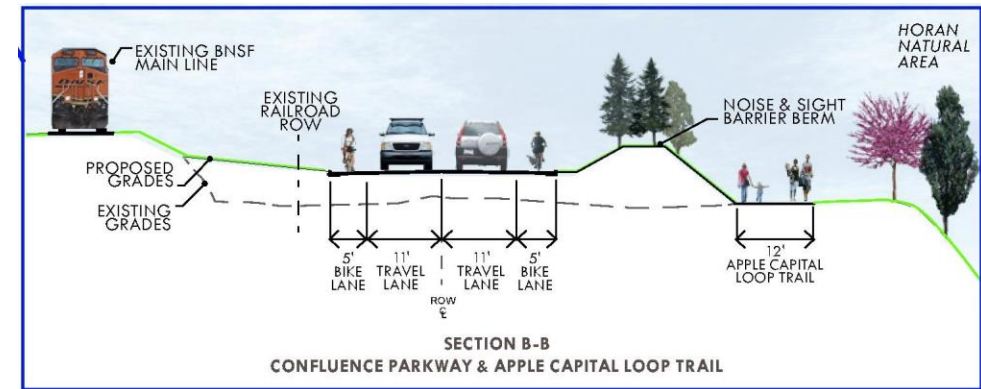
- Two railroad undercrossings
- Constrained right-of-way and work areas
- Retaining wall systems
- Notable existing utilities



Project overview

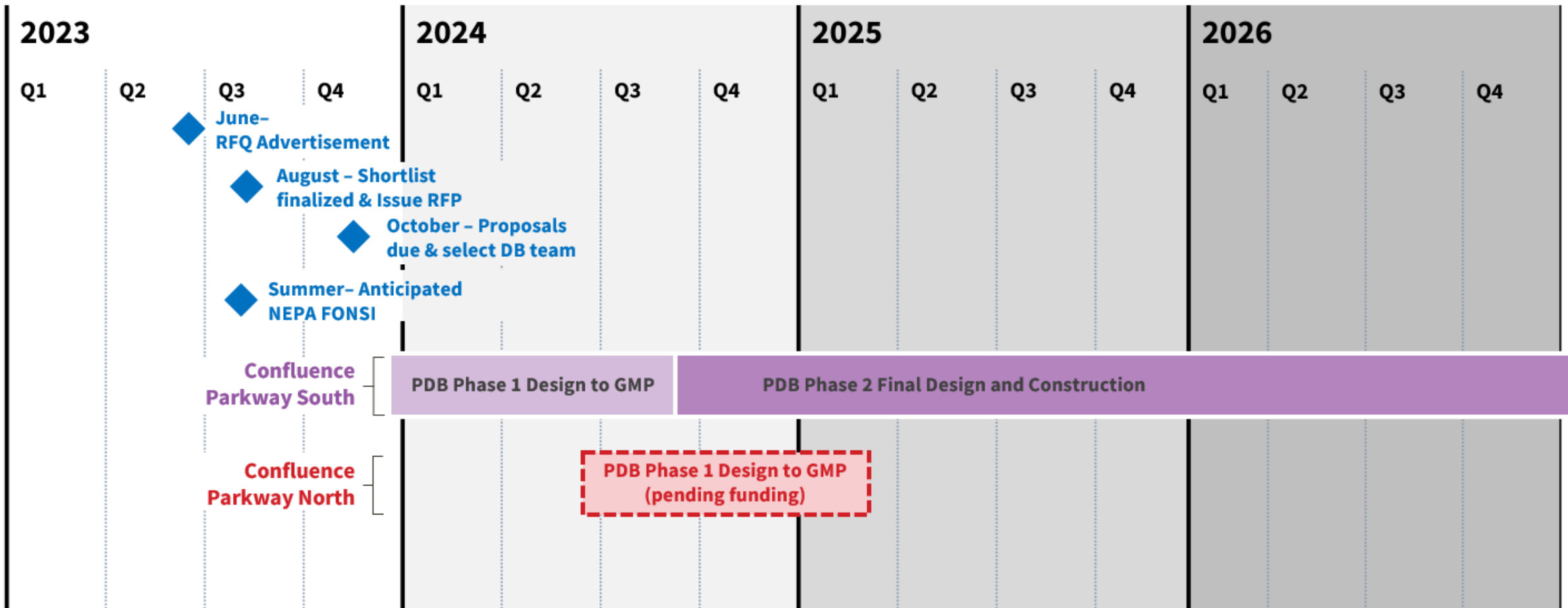
Complex – Specialized – Innovation - Efficiencies

- New multi-use bridge over the Wenatchee River
- Work within the river disturbances
- Impacts to park and recreational areas
- Existing utility relocations
- Multiple permitting agencies





Project timeline



Provides substantial fiscal benefit or traditional delivery method is not practical

Fiscal Benefits

- INFRA Grant timing
- Target value – design to budget approach
- Transparency in pricing
- Risk sharing and mitigation opportunities

Traditional Delivery Method

- Schedule for INFRA Grant obligation
- Price uncertainty
- Constructability challenges
- High risk allocations

Project meets qualifying criteria (RCW 39.10.300)

Total Project Cost over \$2 million

B.1: Construction activities are highly specialized and a PDB approach is critical

- BNSF Railway bridges, Wenatchee River bridge, and retaining wall systems
- Relocation of existing utilities and storm sewer systems

B.2: The projects selected provide opportunity for greater innovation or efficiencies

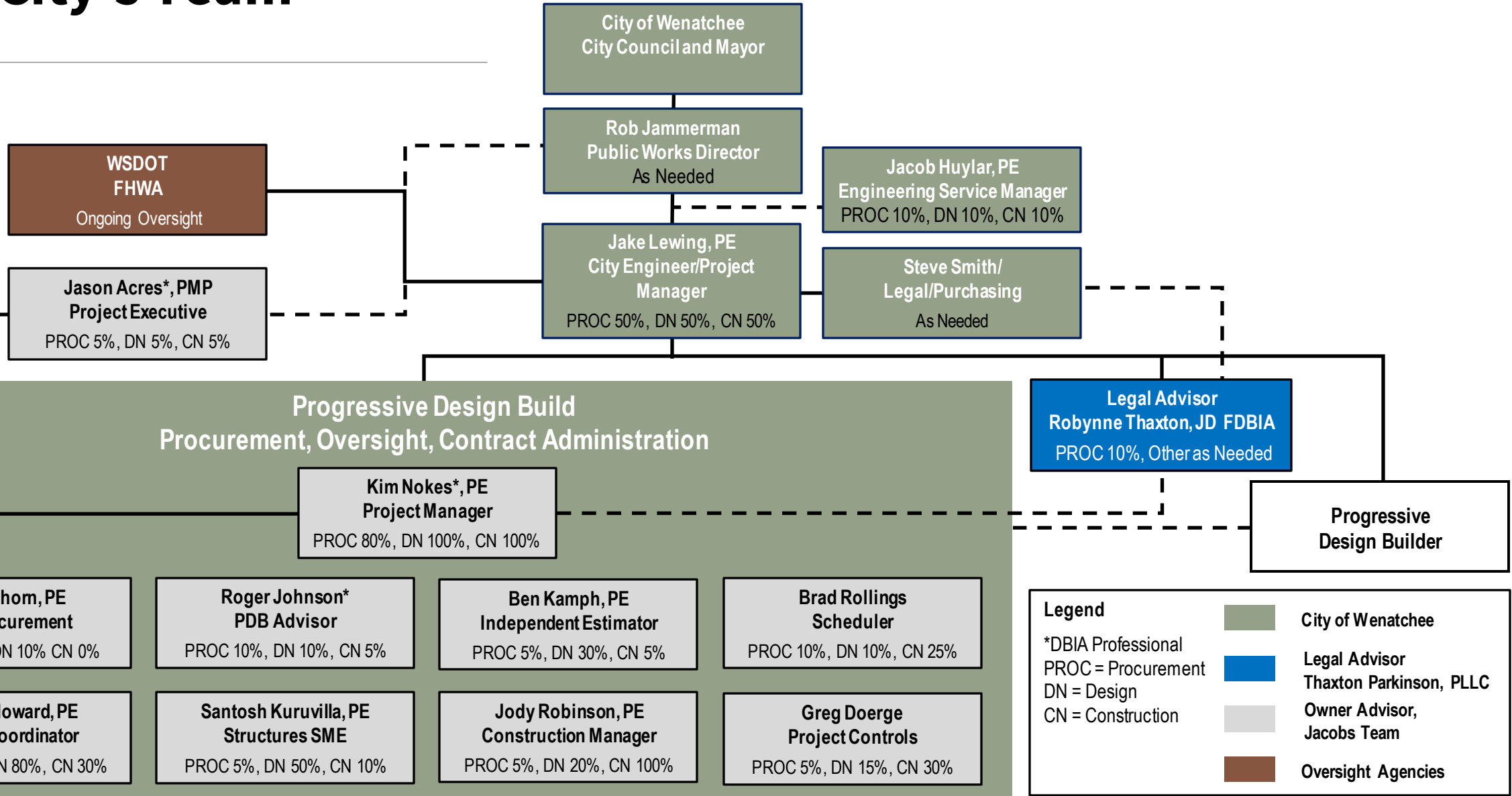
- Environmental and permitting times and requirements - Wenatchee River Bridge
- BNSF Railway constructability, phasing, and means and methods opportunities
- Collaboration with utilities to streamline relocations

B.3: Significant savings in project delivery time would be realized

- Over 9 to 12 months time saving for design as compared to traditional DBB delivery
- Possibility of early work packages especially to support in-water construction timing
- Streamlined regulatory coordination and permitting
- Time saving in design and construction of BNSF Railway structures



City's Team



Legend

- City of Wenatchee
- Legal Advisor Thaxton Parkinson, PLLC
- Owner Advisor, Jacobs Team
- Oversight Agencies

*DBIA Professional
 PROC = Procurement
 DN = Design
 CN = Construction



Experienced contract administration personnel provide alternative project delivery expertise

City's Owner Advisor team has participated in more than 65 Design-Build projects

- PDB GEC for WSDOT
- PDB for multiple airports and Bonneville Power
- Lead Designer for more than 21 WSDOT Design-Build Projects

Served as Owner Representative or extension of Staff

- WSDOT
- Nevada DOT

City and Owner Advisor Personnel

- Administrative team consists of 5 – 7 experienced personnel
- Administrative team provides direct highway bridge DB experience for owners
- Jacobs has access to over 300 experienced DB personnel
- Robynne Thaxton provides legal advisor experience in over 35 PDB projects



Continuity of project management team with project type and scope experience

City's Project Management Team – Similar Experience

- Team is comprised of individuals experienced in highway/bridge transportation projects
- Projects are similar in size and complexity including railroads and river crossings
- Team provides experience representing owners for similar Design-Build projects

Project Examples:

I-5 – SR 16
Realignment

\$161 Million

Reno
Spaghetti
Bowl Express

\$200 Million

Tacoma Link
Light Rail
Extension

\$95 Million

Confluence
Parkway
NEPA EA

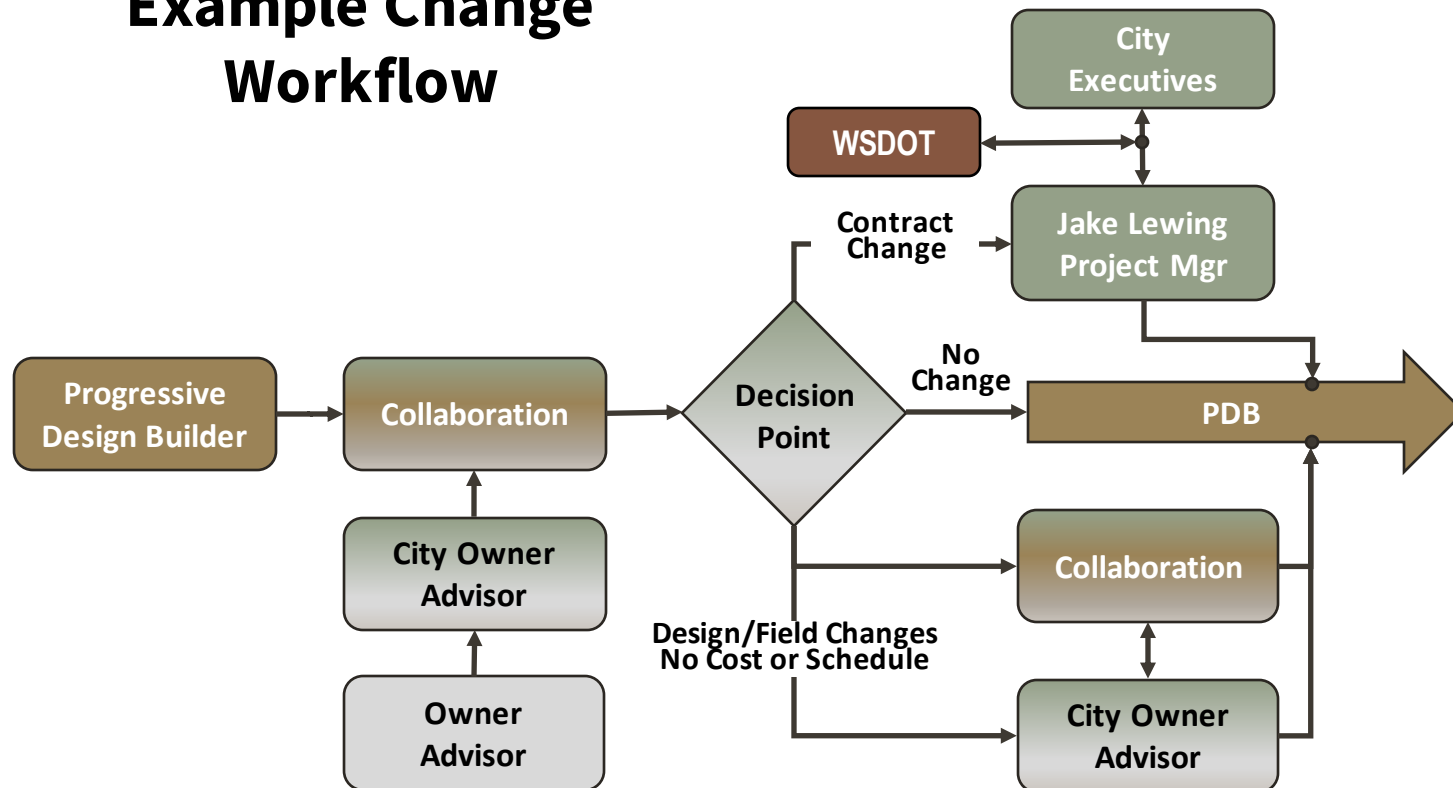
\$170 Million

Management plan with clear and logical lines of authority

Confluence Parkway PMP

- Well-defined roles and responsibilities
- City and Owner Advisor workflows
- Defined escalation ladder
- WSDOT oversight

Example Change Workflow





Necessary and appropriate funding, time to carry out the Project, and construction budget

Costs for Professional Services (A/E, Legal, etc.)	\$13,800,000
Estimated Project construction costs (<i>including construction contingencies</i>):	\$89,400,000
Equipment and furnishing costs	\$n/a
Off-site costs	\$n/a
Contract administration costs (owner, construction manager, etc.)	\$11,500,000
Contingencies (design and owner)	\$14,500,000
Other related project costs (briefly describe)	\$30,900,000
Sales Tax	\$9,600,000
Total	\$169,700,000

Construction personnel independent of DB team is knowledgeable and capable

Functions as an extension of the City

- Construction Oversight Team
 - Conformance to plans and specifications
 - Quality acceptance and audits
 - Project schedule reviews
 - Progress payment validation
- Contract Administration
 - Change Management Activities
 - Contract Interpretation and Resolutions

Jody Robinson, PE, Construction Manager

- 21 years in construction management
- Projects as large as \$700 Million
- \$2 Billion in total projects in Washington

Exeltech (MBE/DBE, SBE)

- Over 17 years in construction management
- Inspection, oversight, and project controls

KPG Psomas

- Over 30 years in construction administration
- Resident engineer, design oversight, and inspection

● **Equal opportunity subcontractor outreach**

Committed To Equal Opportunity

- Utilize WSDOT and State Guidelines
- Minority, Small, Veteran, and Women's Business Enterprises M/S/V/WBE
- Participation Goals pending

PDB Procurement and Contracting

- Requirements for participation from SVBE and MWBE
- Experience with diverse businesses and inclusion plans
- Contract - SVBE and MWBE participation plan and meet Good Faith Effort requirements

City's Owner Advisor Team

- Thaxton Parkinson, PLLC and Exeltech Consulting Inc.



- **QUESTIONS**