

SR 167 / I-5 to SR 161 New Expressway (Stage 2b)

Jan. 26, 2024



Progressive design-build project approval application

Agenda and introductions

- WSDOT's DB & PDB background (Jon Deffenbacher)
- Gateway Program overview (John White)
- SR 167 Stage 2b Project overview (Dewayne Matlock)
- Benefits of progressive design build (Dewayne Matlock)
- WSDOT body of experience (Jon Deffenbacher)
- Project management (Dewayne Matlock)
- Project schedule and cost (Steve Fuchs)
- Construction team experience (Tom Slimak)
- DBE strategy (Bobby Forch)
- Questions

WSDOT design-build experience

- **Design-build delivery history (since 2001)**
 - 45 design-build contracts completed
 - 37 current projects under procurement or construction
- **Major design-build program examples**
 - Alaskan Way Viaduct Replacement Program
 - SR520 Bridge Replacement and HOV Program
 - I-405/SR167 Corridor Program
 - **Puget Sound Gateway Program SR 167 & SR 509**

**WSDOT Authority
RCW 47.20.780
and
RCW 47.20.785**

**Total
aggregate value
\$11.2 billion**

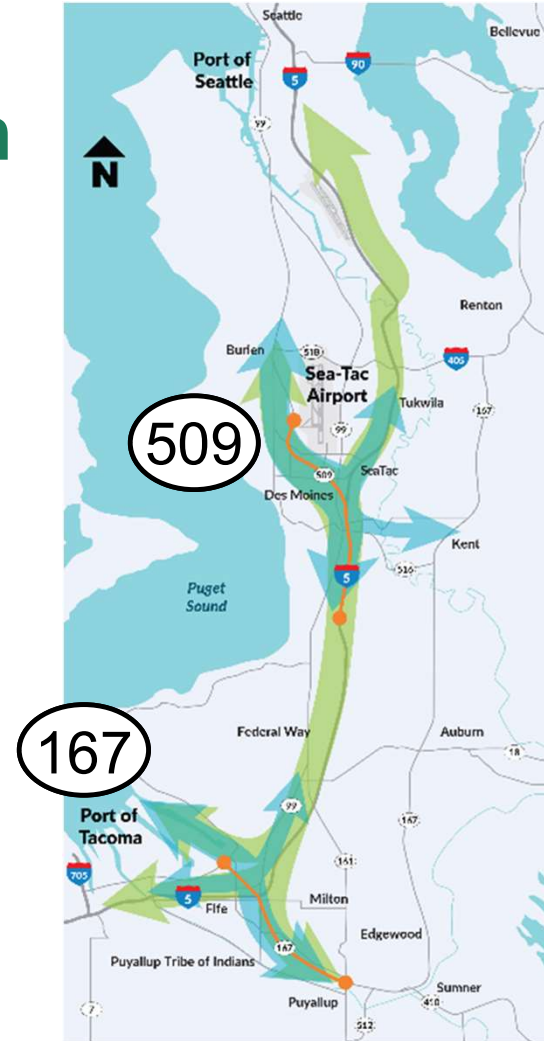


Puget Sound Gateway Program

The **Puget Sound Gateway Program** is composed of two project areas: the SR 167 Completion Project in Pierce County, and the SR 509 Completion Project in King County.

- Essential connections to the ports of Tacoma and Seattle
- Ensure people and goods move more reliably through the Puget Sound region
- Enhance the state's economic competitiveness by connecting the state's largest ports to key distribution centers

Delivering the projects under one program allows WSDOT to realize efficiencies in planning, environmental review, design, and construction.



Gateway Program design-build contracts

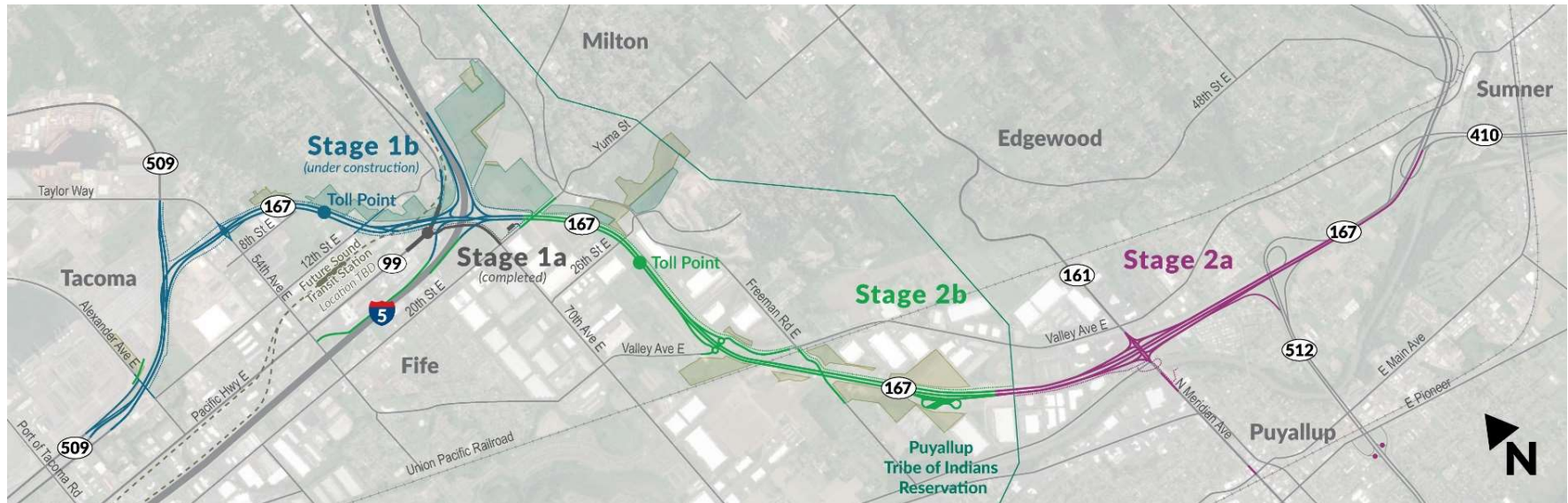
D-B CONTRACTS	STAGE 1a	STAGE 1b	STAGE 2
SR 509	Open to traffic	Under construction	Under construction
SR 167	Open to traffic	Under construction	Stage 2a Jan. 17 RFP
			Stage 2b 2024 RFQ

Total awarded DB contracts ~ \$1.1 billion
of \$2.65 billion.



SR 167 Completion Project

SR 167 Stage 2b completes the corridor from I-5 to SR 161, builds half interchange at Valley Avenue, completes the I-5 interchange and regional shared-use path connections.



Critical elements:

- Utility relocations, rebuild at-grade Union Pacific Railroad crossing
- Bridges at 20th, 26th, Valley, UPRR, Freeman Road
- Wetland mitigation and Wapato RRP
- Remove culvert, new railroad bridge at Wapato Creek

Benefits of progressive design build

Criteria A: Provides substantial fiscal benefit or traditional delivery method is not practical.

- Traditional delivery will not meet the mandated program completion in 2029.
- Risk sharing approach reduces change orders and claims.

Criteria B1: Construction activities are highly specialized and a PDB approach is critical.

- Construction is within cultural and environmentally sensitive locations.
- Short duration construction in-water windows.
- Significant structures and complex construction staging.

Criteria B2: Provide opportunity for greater innovation or efficiencies between the designer and the builder.

- Work within railroad right of way.
- Major utility conflicts requiring relocations.
- Interface with adjacent projects.

Criteria B3: Significant savings in project delivery time would be realized.

- Faster procurement and delivery – minimizing overall costs.

WSDOT body of experience

Criteria C1: Project delivery knowledge and experience.

- WSDOT
 - Industry Partner member of Design-Build Institute of America
 - Develops and administers Design-Build Institute of America certified training
 - Served as co-chair of annual DBIA Transportation/Aviation Conference
 - Former member of CPARB Design-Build Statutes Committee
 - Design-Build Program Manager holds PRC membership as Owner-General Public
 - Documented DB process

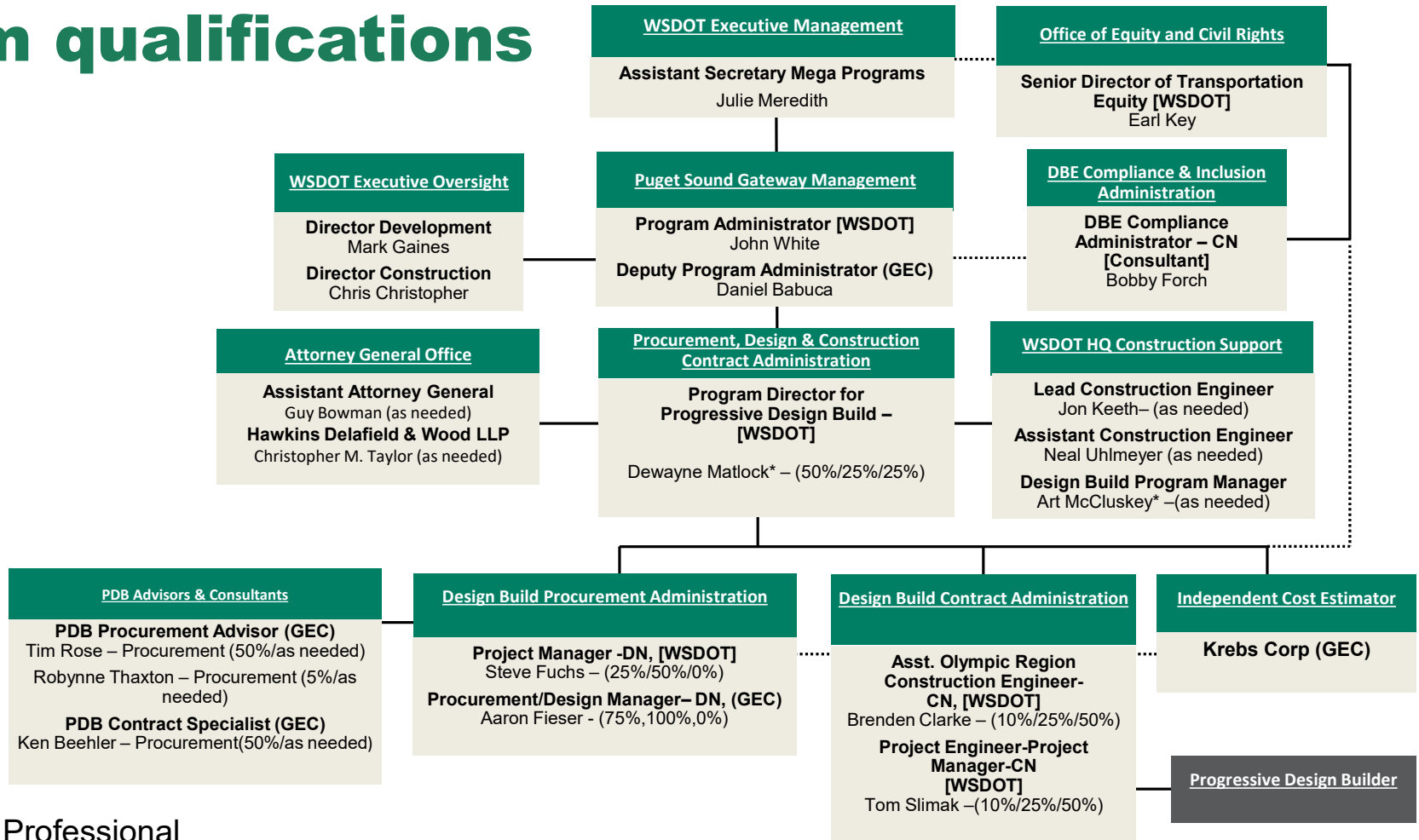


WSDOT DB and PDB experience

Criteria C2: Sufficient contract administration personnel with construction experience.

- WSDOT's experience in design-build delivery
 - 82 total projects, 25 projects underway, 12 projects in procurement
 - Total contract value \$11.2 billion
- Highlight: WSDOT delivery or completion of projects and programs using design-build
 - **Puget Sound Gateway Program**
 - SR 99 Alaskan Way Viaduct Replacement Program
 - SR 520 Bridge Replacement and HOV Program
 - SR 16/I-5 Pierce County HOV program
 - I-405/SR 167 Corridor Program
- Highlight: WSDOT delivery or completion of projects and programs **under RCW 39.10.300**
 - Heavy Civil GC/CM: Seattle Multimodal Terminal at Colman Dock Project
 - US 101/SR 109 - Grays Harbor and Clallam County – Remove Fish Barrier (Coastal 29)
 - SR 3/SR 104/SR 303/SR 308 – Kitsap County – Remove Fish Barrier (Kitsap 29)
 - I-5/US 12/ SR 507 – Thurston & Grays Harbor County (Thurston 19)

Team qualifications

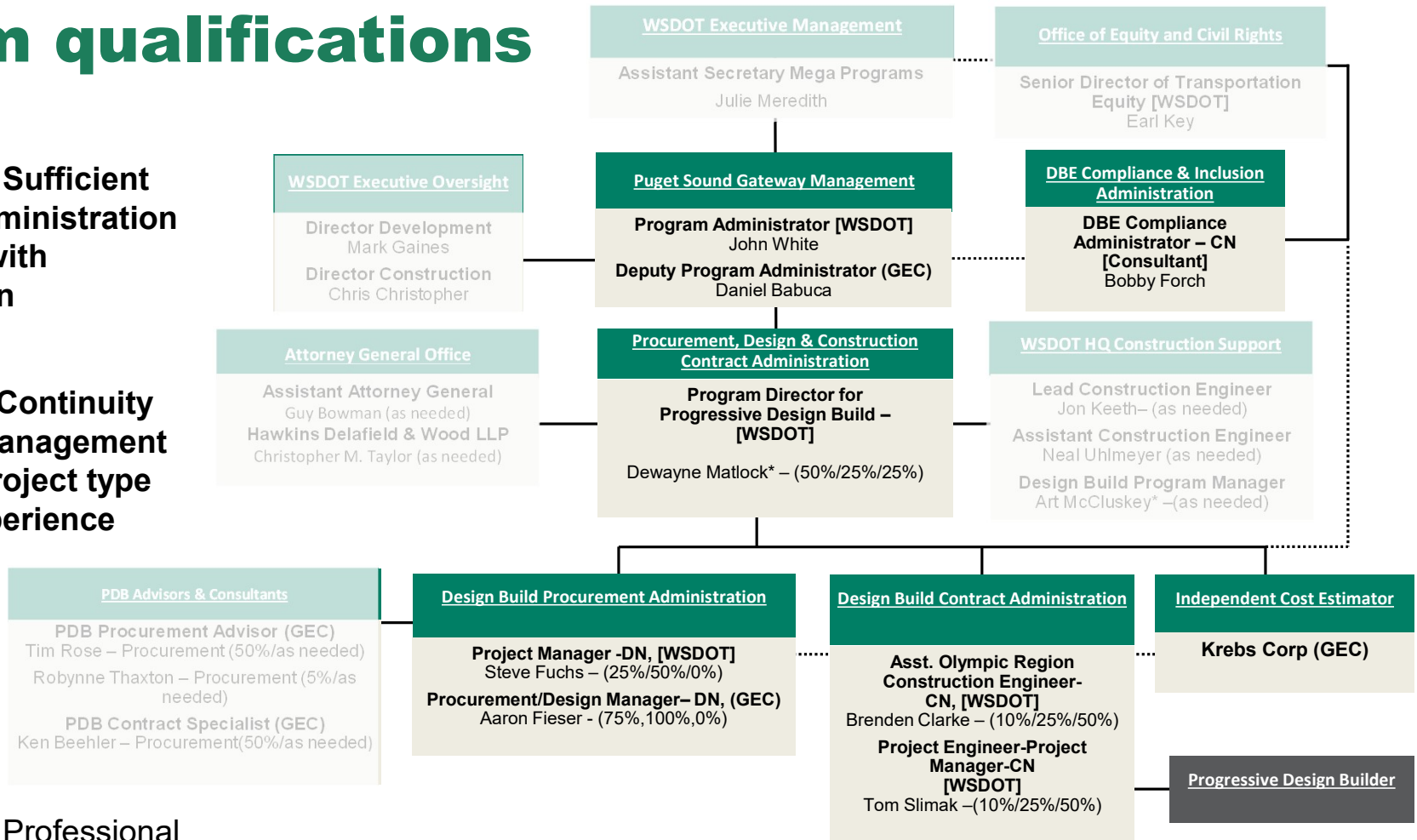


* DBIA Professional

Team qualifications

Criteria C2: Sufficient contract administration personnel with construction experience

Criteria C5: Continuity of project management team with project type & scope experience

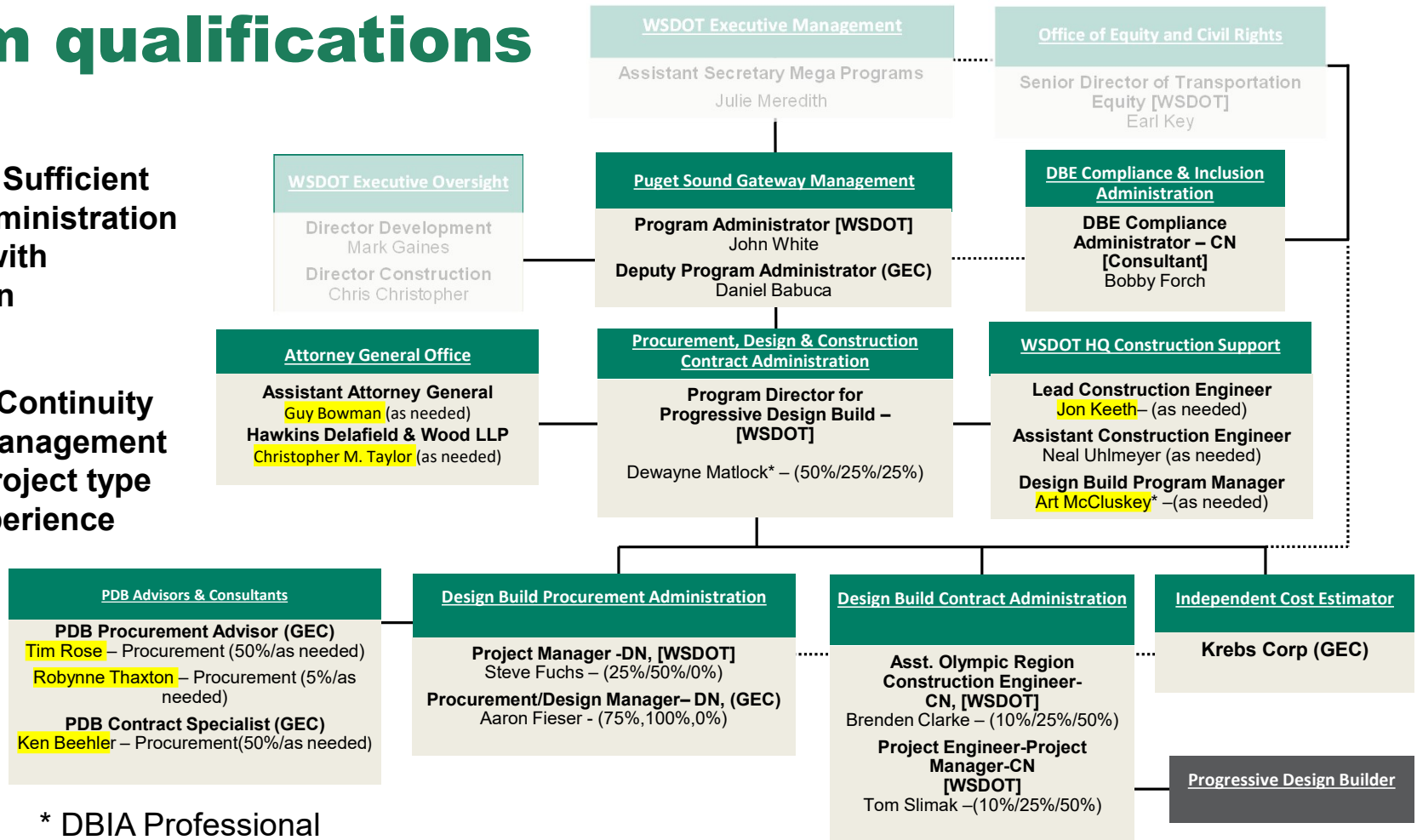


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Team qualifications

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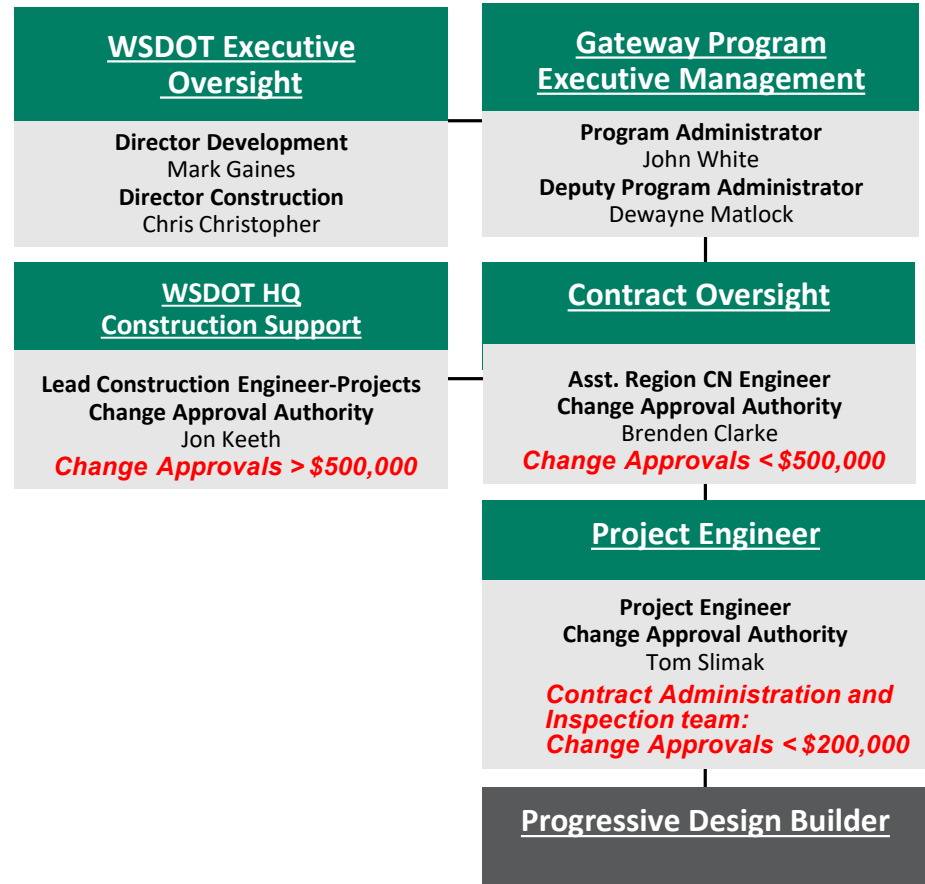
Criteria C5: Continuity of project management team with project type & scope experience



WSDOT project management experience

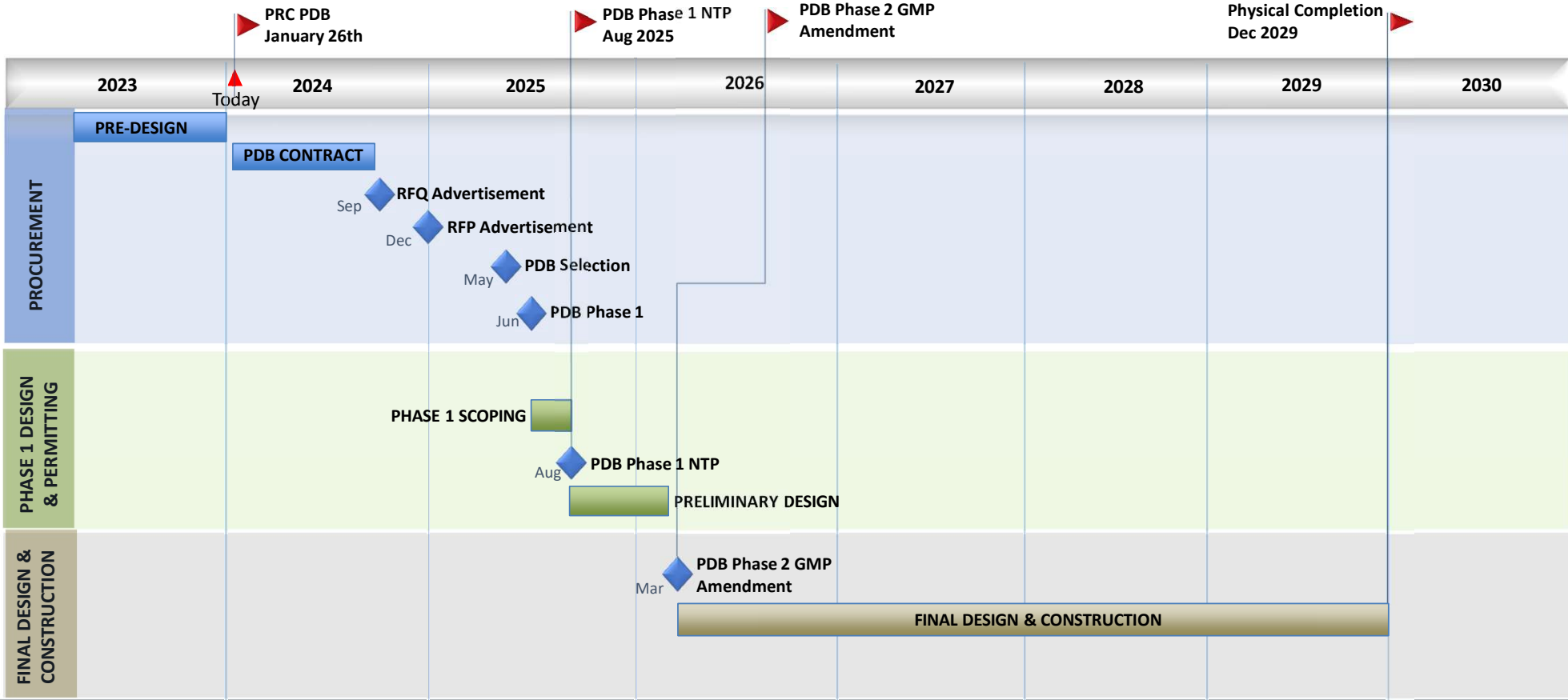
Criteria C3: Written management plan with clear & logical lines of authority

- WSDOT has established design and construction oversight procedures for managing quality, cost, and schedule for design-build projects
- Standard processes are outlined in WSDOT *Design Manual*, *Construction Manual*, and *Design Build Manual*
- Clear lines of approval authority with established change management process.
- Puget Sound Gateway and FHWA maintain a well detailed (updated Annually)
 - Program/Project Management Plan
 - Federal Financial Plan



Project schedule

Criteria C4: Necessary & appropriate funding and time to carry out the project.



Projected cost

Criteria C6: Necessary and appropriate construction budget.

Fully funded through a combination of federal, state, and local funds.

Costs for professional services (A/E, Legal etc. – WSDOT and DB)	\$ 55,679,000
Estimated project construction costs <i>(including construction contingencies)</i> :	\$ 361,876,000
Equipment and furnishing costs	\$ N/A
Off-site costs	\$ N/A
Contract administration costs (owner, cm etc.)	\$ 69,625,000
Contingencies (design & owner – 5%)	\$ 21,875,000
Other related project costs (Toll Vendor Cost)	\$ 17,750,000
Sales Tax	\$ <u>39,772,000</u>
Total	\$ 566,577,000

Project construction budget

- Based on Conceptual Design Level Estimate and CEVP*/Risk assessment
- Includes allowances for final scope definition

*Cost Estimate Validation Process

Team qualifications

Criteria D: Design-Build projects, construction personnel independent of the DB team are knowledgeable in DB process & capable to oversee & administer the contract.

Construction administration

- WSDOT Gateway Program, HQ Construction, and Olympic Region organization ensures independent oversight.
- Project (Resident) Engineer's Office staffing – In place and already delivering DB projects.
 - Independent project management
 - Project manager + assistant PM
 - Construction administration staff
 - Inspection and QA/QV testing
 - Design manager
 - Project controls and change management
 - Payments and materials
- DBE compliance

Criteria E: Public Body has resolved any audit findings relative to previous projects.

- WSDOT has no audit findings to resolve.

WSDOT strategic plan

Our Strategic Plan provides the vision, mission and values that guide the work of the agency. The important work of the agency is focused in three key areas:

- **Resilience**
- **Workforce development**
- **Diversity, equity & inclusion**



Subcontractor and DBE outreach

- Voluntary submitters meeting prior to RFP
- Submitters meeting after release of RFP
 - Phase 1 and Phase 2 anticipated DBE participation requirements:
 - 15% of the design by DBEs
 - 20% of the construction by DBEs
- After selection of design-builder
 - DBE Program Administrator – key personnel
 - Host meetings for interested and qualified DBEs to meet with design-builder
 - Design-builder must finalize submitted DBE performance plan
 - Quarterly action plans
 - DB participation included in annual performance review
- After selection of DBEs
 - Design-builder must hold bimonthly taskforce meetings
 - Submit monthly performance updates to ensure they are tracking toward the DBE goals



Community partner resources



Tabor 100



Conference of Minority
Transportation Officials



Minority Business
Development Agency



National Association
of Minority Contractors



Association of Women and
Minority Businesses



Procurement Technical
Assistance Center



Northwest Minority
Builders Alliance



Northwest Mountain Minority
Supplier Development Council

DBE resources

Office of Minority, Women and Disadvantaged Business Enterprises (OMWBE)

Directory of certified businesses: omwbe.wa.gov/directory-certified-businesses

Federal certification: omwbe.wa.gov/certification/federal-certification

WSDOT Office of Equity and Civil Rights website

wsdot.wa.gov/business-wsdot/equal-opportunity-contracting

Find resources such as OE&CR's newsletters, policies and announcements.

WSDOT Contract Services Office website

wsdot.wa.gov/business-wsdot/contracts/contract-services

Learn about architecture and engineering consulting opportunities.



Questions?

For more information

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