Final Project Delivery Method Selection Checklist

Project Title:	SR 18/Issaquah Hobart Rd to Deep Creek Vicinity – Widening & Fiber Ext	Date:	1/10/2023
		WIN:	A01820N, A01820P
Route:	18	PIN:	101820N, 101820P
MP(s):	19.68-25.68	List any additional PINs at bottom or attached to this form.	
Cost:	$630M		

Part I — RCW 47.20.785 Project Qualifications for Design-Build Method

1.	Are construction activities highly specialized?	☒ Yes	☐ No
2.	Are there complex staging, maintenance of traffic, constraints, risks, etc. that will affect the construction methodology?	☒ Yes	☐ No
3.	Does the project provide opportunity for greater innovation & efficiencies between the designer &	☒ Yes	☐ No
4.	Would use of DB result in significant reduction to the overall project schedule or critical milestones?	☒ Yes	☐ No

If **Yes** was selected for any of questions 1 through 4 above, Design-Build is a viable PDM option. (Go to Part II)
If **No** was selected for all of the questions 1 through 4 above, it indicates Design-Bid-Build as the PDM — get Authoriztion Level listed at end of form.

Part II — Project Questions

SCHEDULE	A.	Are there 3rd party agreements with local government or agencies that require a full design before execution? (Is a significant portion of the project impacted?)	☐ Yes	☒ No
		Justification: We don't think local gov't or agencies need a full design.		
	B.	Are there long lead, lengthy environmental permits or ROW issues that would delay start of Construction? (Is a significant portion of the project impacted?)	☒ Yes	☐ No
		Justification: Design builder is responsible to prepare JARPA which is controlling element of the overall project schedule. DNR access issue has potential delay to RW plan approval.		
	C.	Is early obligation of funds necessary? (Such as a deadline to obligate grant funding)	☐ No	☒ Yes
		Justification: If we don't get fund 2023-2025 we will be short in the next biennium due to inflation. Funding in 2023 deliver legislature and local gov't expectation on CN start (2025).		
	D.	Is there time to prepare 100% design?	☐ Yes	☒ No
		Justification:		
	E.	Is there a need to compress the schedule?	☐ No	☒ Yes
		Justification: Will help shorten MOT schedule on a T1 truck route highway.		
	F.	Do funding limits restrict when the schedule can start? (Such as the Biennium)	☒ Yes	☐ No
		Justification: If we don't get fund 2023-2025 we will be short in the next biennium due to inflation.		
Y & INNOVATION	G.	Are there significant risks that could be better managed by others than WSDOT?	☐ No	☒ Yes
		Justification: JARPA, CN risk, Landslide zone		
	H.	Does the project involve specialty engineering or high-tech designs or have other opportunities for innovation?	☐ No	☒ Yes
		Justification: Landslides and difficult terrain which need Geotechnical engineers and Hydraulics engineers.		
	I.	Does the project require complex phasing and staging with the possibility of high impacts to the public?	☐ No	☒ Yes
		Justification: One lane reduction during MOT which impact the public and freight movement.		
	J.	Does an existing road or facility need to remain in service? (no options for detour, or no alternate facility available, and a significant portion of the project is impacted)	☐ No	☒ Yes

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Part II — Project Questions

COMPLEXITY

Justification: This section of SR 18 is T1 truck route and National Highway System (NHS). Some access points along this corridor need to remain open for the public and DNR interest. There will be no truck climbing lanes and keep one lane open in each direction during the MOT phases.

K. Is WSDOT willing to give up control of design and/or construction on this project? Justification: It will give oppotunity for innovation and efficiencies.	☐ No	☒ Yes
L. Are critical 3rd party involvement and changes likely during design & construction? Justification: DNR, Tribes, WDFW, local agencies have interest in this project.	☒ Yes	☐ No

COST

M. Is early certainty of the total project cost important? (Increased certainty of total cost early in the project needed due to funding or project constraints) Justification: Due to complexity of the project such as mountanious terrain, landslide area, and length of the project limit.	☐ No	☒ Yes

Sum each column to the right—a checked answer is worth one (1) point. The column with the most points indicates the recommended delivery method.

	DBB	DB
Project Delivery Method indicated from the responses to the questions in Part III (above) Score:	3	10

☐ DBB ☒ DB ☐ Inconclusive

The project cost is:

- ☐ **less than $25 million** — get Authorization Level 1 (below)
- ☐ **$25 million or greater, but less than $100 million** — get Authorization Levels 1 & 2 (below)
- ☒ **$100 million or greater** — Workshop to get Authorization Levels 1 & 2 (below)

Final Project Delivery Method Selected

☐ **Design-Bid-Build** ☒ **Design-Build**

Authorization Level 1

Project Engineer

Name: Mark Allison Signature: Mark R. Allison Digitally signed by Mark Allison Date: 2023.01.22 22:06:13 -08'00'

PDE/EM Manager

Name: John Chi Signature: John Chi Digitally signed by John Chi Date: 2023.02.03 09:34:14 -08'00'

Authorization Level 2

Regional Administrator

Name: Brian Nielsen Signature: Brian D. Nielsen Brian D. Nielsen (Feb 7, 2023 09:15 PST)

Attach project information, assumptions and additional justification to Form