

September 25, 2023

TO: Todd Trepanier, P.E.
Regional Administrator

THRU: ^{for} Larry Larson, P.E. ^{TL}
Assistant Regional Administrator for Development

FROM: Terrence Lynch, P.E.
Project Engineer

SUBJECT: XL5905; US 395/NSC Sprague to Spokane River MP 157.93 – 158.55
Stage 3 Sprague Avenue to Alki Avenue
Delivery Method Approval

The purpose of the memorandum is to obtain your approval and endorsement to utilize the Design-Bid-Build delivery method for the above project. Please provide your signature for approval on the attached Matrix approval form and forward on for endorsement as appropriate.

Project Description

The North Spokane Corridor (NSC) Project is an I1 Urban Mobility project within the city of Spokane. As part of the NSC series of projects, this stage will construct twin elevated structures from Alki Avenue (northern extents) to Sprague Avenue (southern extents). The work will also include grading, utility relocations, retaining walls, drainage, minor paving, sidewalks, and channelization of some City of Spokane Streets.

Conclusion

The Final Project Delivery Method Selection Checklist was completed for this project. The method indicated from the responses was a Design-Bid-Build. With Region approval on the attached checklist, the project will proceed with utilizing the Design-Bid-Build delivery method.

If you have any questions or comments, please contact me at 509-324-6189 or LynchTe@wsdot.wa.gov.

Final Project Delivery Method Selection Checklist

Project Title: US395/NSC Sprague to Spokane River Stage 3 (Sprague to Alki)	Date: 10/14/2022
Route: US 395	WIN: F00015Q
MP(s): 157.52 - 157.93	PIN: 60015Q
Cost: \$67,329,179	List any additional PINs at bottom or attached to this form.

Part I — RCW 47.20.785 Project Qualifications for Design-Build Method	
1. Are construction activities highly specialized?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Are there complex staging, maintenance of traffic, constraints, risks, etc. that will affect the construction methodology?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3. Does the project provide opportunity for greater innovation & efficiencies between the designer &	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
4. Would use of DB result in significant reduction to the overall project schedule or critical milestones?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes was selected for <u>any</u> of questions 1 through 4 above, Design-Build is a viable PDM option. (Go to Part II)	
If No was selected for <u>all</u> of the questions 1 through 4 above, it indicates Design-Bid-Build as the PDM — get Authorization 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?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Justification: UPRR and BNSF require approximately 60% to 75% design to review before executing the C&M Agreement.	
	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?)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Justification: Commercial property requires longer lead time	
	C. Is early obligation of funds necessary? (Such as a deadline to obligate grant funding)	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
	Justification:	
D. Is there time to prepare 100% design?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Justification:		
E. Is there a need to compress the schedule?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Justification:		
F. Do funding limits restrict when the schedule can start? (Such as the Biennium)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Justification:		
PLEXITY & INNOVATION	G. Are there significant risks that could be better managed by others than WSDOT?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
	Justification:	
	H. Does the project involve specialty engineering or high-tech designs or have other opportunities for innovation?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
	Justification:	
	I. Does the project require complex phasing and staging with the possibility of high impacts to the public?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Justification:		
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)	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
Justification:		
K. Is WSDOT willing to give up control of design and/or construction on this project?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	

Final Project Delivery Method Selection Checklist

Part II — Project Questions							
COM	Justification:						
	L. Are critical 3rd party involvement and changes likely during design & construction?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No				
Justification: Children of the Sun Trail geometry not determined, ROW							
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)						
		<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes				
Justification:							
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.							
Project Delivery Method indicated from the responses to the questions in Part III (above)		Score:	<table style="display: inline-table; border: none;"> <tr> <td style="text-align: center;"><u>DBB</u></td> <td style="text-align: center;"><u>DB</u></td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">3</td> </tr> </table>	<u>DBB</u>	<u>DB</u>	10	3
<u>DBB</u>	<u>DB</u>						
10	3						
<input checked="" type="checkbox"/> DBB <input type="checkbox"/> DB <input type="checkbox"/> 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	
<input checked="" type="checkbox"/> Design-Bid-Build <input type="checkbox"/> Design-Build	
Authorization Level 1	
Project Engineer	
Name: Terrence Lynch	Signature:  Digitally signed by Terrence W. Lynch Date: 2023.07.26 13:58:09 -07'00'
PDE/EM Manager	
Name:	Signature: _____
Authorization Level 2	
Regional Administrator	
Name: Todd Trepanier	Signature: _____

Attach project information, assumptions and additional justification to Form