



City of Washougal
Public Works Department
1701 C Street
Washougal, WA 98671

August 15, 2024

Talia Baker, PRC Administrative Support
Department of Enterprise Services
Engineering and Architectural Services
Post Office Box 41476
Olympia, WA 98504

Dear Project Review Committee,

The City of Washougal (City) is pleased to submit its application for project approval using Progressive Design Build as a project delivery method for the planned 32nd Street Underpass Project pursuant to RCW 39.10.280 and RCW 39.10.250(3).

Washougal is a community of 17,490 residents in southwest Washington located on the Columbia River, with its lowlands and famous prairie situated on the western entrance of the scenic Columbia River Gorge. Known as the “Gateway to the Gorge,” Washougal’s setting and proximity to the Portland/Vancouver metro area make it a desirable place to live and work. 32nd Street is a critical north-south economic corridor for the Washougal community, providing important connections among State Route 14 (SR-14), the Port of Camas-Washougal Industrial Park, Washougal Town Center, and prime undeveloped land. Approximately 1.8 miles in length, the 32nd Street Corridor includes a mix of residential, public space, commercial, and industrial uses.

The City seeks to construct an underpass beneath BNSF railway and reconstruct a 0.20-mile segment of 32nd Street into a mixed-use roadway. Improvements include a roadway underpass, multiple roundabouts, intersection improvements, utility upgrades, drainage infrastructure, and multi-use paths. The estimated cost is around \$60 million and presents unique challenges to traditional design-bid-build. PDB will allow the City to mitigate risks such as construction phasing/coordination, right of way acquisitions, drainage design constraints, budget constraints, and maintain access to a large shopping center near an economically distressed and predominantly minority neighborhood.

Upon receiving the second largest Rail Crossing Elimination Grant in the County through the US Department of Transportation, the City and its owner advisor WSP are fully committed applying all necessary resources and effort to making this project successful. We look forward to presenting our project application and qualifications to the committee for review and approval as the Project meets requirements stated in RCW 39.10.300 (1) for PDB alternate contracting procedure. Should you have any questions or need additional information regarding the enclosed application, please let me know. Thank you for consideration of our application.

Sincerely,

Scott Collins, PE
City Engineer
City of Washougal
(650) 335-5755
Scott.Collins@cityofwashougal.us

State of Washington
PROJECT REVIEW COMMITTEE (PRC)
APPLICATION FOR PROJECT APPROVAL
*To Use the Design-Build (DB)
Alternative Contracting Procedure*

The PRC will only consider complete applications: Incomplete applications may result in delay of action on your application. Responses to sections 1-7 and 9 should not exceed 20 pages (*font size 11 or larger*). Provide no more than six sketches, diagrams or drawings under Section 8.

Identification of Applicant

- a) Legal name of Public Body (your organization): **City of Washougal**
- b) Mailing Address: **1701 C Street, Washougal WA 98671-2395**
- c) Contact Person Name: **Scott Collins** Title: **City Engineer and Project Manager**
- d) Phone Number: **360-835-8501 Ext. 230** E-mail: **scott.collins@cityofwashougal.us**

1. Brief Description of Proposed Project

- a) Name of Project: **32nd Street Underpass**
- b) County of Project Location: **Clark County**
- c) Please describe the project in no more than two short paragraphs. (*See Attachment A for an example.*)

32nd Street is a critical north-south economic corridor for the Washougal community, providing important connections among State Route 14 (SR-14), the Port of Camas-Washougal Industrial Park, Washougal Town Center, and prime undeveloped land. Approximately 1.8 miles in length, the 32nd Street Corridor includes a mix of residential, public space, commercial, and industrial uses. The existing at-grade crossing along 32nd Street is one of the busiest crossings along the BNSF line in the State of Washington with an average of 45 trains operating in the corridor daily and a capacity of 60 trains per day. This configuration has created road-rail conflicts as trains frequently block the crossing, resulting in traffic backing up onto SR14 as far as a quarter of a mile to the south. As a result, access to Washougal Town Center, is indirect and limited, presenting an obstacle to downtown and waterfront revitalization around the Columbia River and the Port of Camas-Washougal jobs center.

The City of Washougal (City) seeks to design and permit 32nd Street Corridor enhancements, including the separation of the dangerous at-grade rail crossing between Main Street/B Street and Evergreen Way. The City has a bold plan to transform this 0.20-mile segment of 32nd Street into a modern, mixed-use roadway with a below-grade rail crossing that will serve the growth needs of the community, reduce congestion hotspots, increase safety, enhance connectivity, and provide multi-modal improvements and opportunities for economically struggling and minority neighborhoods. In addition to the new railroad bridge and underpass, roadway improvements will include a roundabout at 32nd and Main Street/B Street south of the rail underpass, a roundabout at 32nd Street and Evergreen Way north of the underpass, intersection improvements at F Place, E Street, and A Street, and a sidewalk and multi-use path. The 32nd Street underpass also will provide the opportunity for a third BNSF track – requested by BNSF – which will boost freight and economic opportunity the rail corridor.

After the City submitted its initial application to the PRC, it received disappointing news regarding the estimated costs of its program. Therefore, the City pulled its application and took steps to review and verify the viability of the project. The City reached out to industry, reviewed the designs, and discovered potential areas where the City could modify its original concept and bring the project back within the budget. The City cannot advance the project until it selects a progressive design-build partner to assist with innovative design and constructability solutions that will help to reduce the budget and mitigate impacts to the community.

2. Projected Total Cost for the Project:

A. Project Budget

Costs for Professional Services (A/E, Legal etc.)	\$6 to 7 million
Estimated project construction costs (<i>including construction contingencies</i>):	\$35 to 40 million
Equipment and furnishing costs	\$0
Off-site costs	\$0
Contract administration costs (owner, cm etc.)	\$3 to 4 million

Contingencies (design & owner)	\$8 to 9 million
Other related project costs (ROW,BNSF)	\$17 to 20 million
Sales Tax	\$50 to 60 thousand
Total	\$69 to 80 million

Note: The City has provided a range because there are a number of options for the design of the project. The City will work with the selected design-builder to right size the design and scope to fit the funded budget.

B. Funding Status

Please describe the funding status for the whole project. *Note: If funding is not available, please explain how and when funding is anticipated*

The project is currently estimated to be between 73% and 63% funded. The City received a Railroad Crossing Elimination (RCE) Grant through U.S. Department of Transportation in the amount of \$40,480,000. The grant is administered through the Federal Railroad Administration and the City has secured pre-award authority in the amount of \$9,000,000 and are close to finalizing the grant agreement. Additionally, the City has received \$8,096,000 in Move Ahead Washington Funds through Washington Department of Transportation (WSDOT) and \$1,900,000 in 2023-2025 Transportation Budget appropriation through WSDOT. The City is seeking additional grant funding and exploring other options, including financing; however, without a design-build partner, it will be difficult to know the extent to which additional funding is necessary. The City will be limited in its budget to the amount that it is able to fund and will work with its design-build partner to manage the scope to fit within the budget.

3. Anticipated Project Design and Construction Schedule

Please provide (See Attachment B for an example schedule.):

The anticipated project design and construction schedule, including:

- a) Procurement;
- b) Hiring consultants if not already hired; and
- c) Employing staff or hiring consultants to manage the project if not already employed or hired.

Project Task	Target Date
City Owner Advisor & Legal Advisor	Completed
Project Review Committee (PRC) Meeting/Approval	September 2024
Request for Qualifications (RFQ) Advertisement	October 2024
Shortlist Finalized/Issue Request for Proposals (RFP)	November 2024
Proposals Due/Select DB Team	January 2025
Preliminary DB Services Start	March 2025
Anticipated Construction Start	November 2026
Substantial Completion	June 2029

4. Explain why the DB Contracting Procedure is Appropriate for this Project

Please provide a detailed explanation of why use of the contracting procedure is appropriate for the proposed project. Please address the following, as appropriate:

The City has extensively evaluated numerous delivery methods, including traditional design-bid-build (DBB), design-build (DB), general contractor/construction manager (GC/CM) and progressive design build (PDB). The City has been working with Robynne Thaxton, an alternative delivery procurement specialist, to help evaluate and educate the City on the various delivery methods available for consideration. During the evaluation, the City determined GC/CM and PDB were the best available options to move forward with due to the nature of the project. The City presented their findings to City Council on November 13th, 2023, detailing next steps of hiring an owner’s advisor to assist the City and procurement consultant to determine which method would be best. Once the City’s owner advisor was under contract, they held a risk workshop identifying all risks on the project to help determine that progressive design build was the best delivery method for the 32nd Underpass Project. The City and its advisors developed a preliminary risk matrix which forms the basis for the final decision to use the progressive design-build delivery method. The City has also reached out to industry to obtain their input regarding the appropriate delivery method, and the overwhelming response from industry confirmed the City’s determination that progressive design-build was the appropriate delivery method.

- If the construction activities are highly specialized and a DB approach is critical in developing the construction methodology (1) What are these highly specialized activities, and (2) Why is DB critical in the development of them?

The City proposes to utilize PDB as its contracting delivery method for the Project to best address the highly specialized and complex construction necessary to build the project:

- The City needs to make critical decisions regarding the design and implementation of construction means and methods to maximize the benefits to the public within the limited budget. In addition, a crucial part of this project is minimizing the impacts on the public through minimizing both traffic disruption and the necessity to obtain right of way. An innovative design-build team can provide the City with options that incorporate design solutions with the impact of those solutions on how the project will be constructed and to minimize disruption to the users of this very busy intersection. All of those issues will then be incorporated into a more reliable price within the project budget.
- Construction of a new BNSF bridge undercrossing located about 75ft from the intersection of 32nd Street and Evergreen Way; carrying over 32 trains per day and one of the busiest public intersections within the City of Washougal. The design-builder will be best suited to collaborate with BNSF for shoofly design/construction, excavation methods and construction of bridge substructures. Additionally, it will be crucial to coordinate design and construction phasing given the proximity of the intersection location and lowering the grades.
- Various right of way acquisitions are needed; one of which being a gas station. The City will be seeking innovation from the design-build team's collaboration between the designer and the constructor to reduce right of way needs and keep the project within the budget.
- The City is looking for innovation from its design-build partner to determine the most cost effective design and construction approach while taking into account the impact on the community. The City will be considering many options for the rail crossing, including both an underpass or an overcrossing.
- The project is located directly adjacent to a major shopping center that includes a Safeway, Rite Aid and various commercial businesses. Because the intersection grade at 32nd Street and Evergreen Way has to be lowered to go under BNSF tracks, maintaining access will be a key component due to an economically distressed and predominately minority Addy Street Neighborhood south of the BNSF tracks. Early input from the constructor will be essential to be able to optimize the access.
- If the design solution is an underpass, creating an underpass in western Washington, near the Columbia River, will require a significant drainage design that addresses and separates storm water and groundwater. The underpass cuts about 25 to 30 feet below existing grade. This will include a complex system of drainage piles, wet wells, pump stations and ponds to properly treat storm and dewater the roadway system during heavy rain seasons.
- If the project provides opportunity for greater innovation and efficiencies between designer and builder, describe these opportunities for innovation and efficiencies.

The City's proposed use of PDB as its contracting delivery method for the Project will provide an opportunity for innovation and efficiencies in delivering the project:

- Having the design-builder coordinate with BNSF early in the design phase will provide efficiency in construction as the contractor will be a part of the planning, costing and scheduling from infancy. Maintaining access will be key not only to BNSF, but the City as well.
- The collaboration between the designer and constructor will allow the City to pursue innovative designs that could reduce the budget and mitigate impacts on the community. All design solutions will provide an opportunity for innovation, particularly as it relates to construction phasing.
- If the design is an underpass, the City will be specifically looking for innovation in the design of the drainage plan. Coordinating with the contractor early on will help facilitate innovation of sequencing and work scheduling. The City will not only have to identify what to do with the surface water, but also address groundwater from flooding the undercrossing.
- Having the contractor collaborate and provide constructability reviews with the designer and City as contract documents are developed will allow the City to maintain budget constraints given the size and complexity of the project. Having actual contractor costs along the way will mitigate unforeseen increases in not only material fluctuations, but labor costs as well.
- Early coordination with franchise utility owners on construction issues will help mitigate unforeseen construction delays as the contractor will be part of the relocation strategy.

- Because a significant part of the cost of the project will be the timing and impact of the road closure, having the designer and constructor on a collaborative team that examines public impacts from the outset will provide significant benefit to the community.
- If significant savings in project delivery time would be realized, explain how DB can achieve time savings on this project.
The City's proposed use of PDB as its contracting delivery method for the Project will provide significant time savings:
- Progressive Design Build procurement takes far less time than that of other delivery methods analyzed. Securing the design builder early on reduces time bidding out separately.
- Securing the contractor early on will help assist the City in identifying early work items such as procuring construction materials with long lead times.
- The City does not have staff needed to develop a traditional DBB project. The Project is funded through a Rail Crossing Elimination (REC) Grant through the United States Department of Transportation, overseen by the Federal Railroad Administration. By securing both an owner's advisor and design builder, The City will have experienced staff to assist in adhering to the grant requirements throughout the duration of the Project.

5. Public Benefit

In addition to the above information, please provide information on how use of the DB contracting procedure will serve the public interest. For example, your description must address, but is not limited to:

- How this contracting method provides a substantial fiscal benefit; or
Utilizing PDB allows the City to help manage the overall construction cost during the design of the project. Having the contractor provide actual construction pricing enables the City to anticipate unforeseen issues in escalation. Additionally, with the Project anticipating needing some "top-off" dollars to securing full funding, it enables value engineering to stay within budget. PDB also allows the City to determine the true viability of the project early on during the validation process. If the parties determine that the project is not viable after the validation process, then the City has made its best efforts to take advantage of the money granted to it from the Federal Rail Administration.
- How the use of the traditional method of awarding contracts in a lump sum (*the "design-bid-build method"*) is not practical for meeting desired quality standards or delivery schedules.
- If the City were to utilize traditional DBB, there would be major schedule impacts as the City would need to bid out services separately. Additionally, the City would only have cost estimates from the design team and not actual contractors. Therefore, the City would need to award to the lowest bidder and has recently seen most of the construction projects within the City come in over engineer's estimate.
- Integration of the designer and contractor early on will help mitigate change orders and schedule delays as the Project enters the construction phase. As part of establishing the Guaranteed Maximum Price (GMP), both parties can identify and allocate risk. This risk sharing approach leads to overall lower costs on the project, while also providing a single point of accountability as errors arise. Further, the constructor's input during the design can mitigate potential constructability and phasing issues to reduce the impact of the project on the public.
- The validation process will be essential in determining the viability of the project. This process is not available in DBB.

6. Public Body Qualifications

Please provide:

- A description of your organization's qualifications to use the DB contracting procedure.
The City has assembled a qualified team to assist in the DB process. WSP will serve as the City's Owner Advisor with overall management of the project; overseeing grant requirements, validation, design review oversight, construction management, and other management support services. Robynne Thaxton, JD, FDBIA, of Thaxton Parkinson, PLLC will assist in PDB procurement, contract documentation, and facilitation of the selection process/training.
The Project is led by the City's Project Manager, Scott Collins, PE, and closely supported by Trever Evers (Public Works Director), Jason VanAlsbury (Assistant Project Manager), and Ryan Baker (Operations Superintendent). Scott will work closely with WSP on overall project management of the Project to assist on successful delivery.
- A project organizational chart, showing all existing or planned staff and consultant roles.

See **Attachment A** for the City's Organizational Chart

- Staff and consultant short biographies that demonstrate experience with DB contracting and projects (not complete résumés).

Trevor Evers, Public Works Director, City of Washougal

Trevor is the City Public Works Director and has over 27 years in the public sector. Trevor directs the City's major utility operations, including water, wastewater, and stormwater. Trevor also oversees the engineering division, parks, streets, and cemetery. He currently oversees all capital and maintenance budgets valued at nearly \$ million this year. Trevor has worked for the City of Washougal since 1998 and has a deep knowledge of the City's existing and planned infrastructure. Trevor will provide major project oversight, communications with city council, and strategic decision making. Trevor has been involved with a variety of projects which include coordination on the \$32 million Steigerwald Reconnection Project and \$35 million Biosolids Handling Facility Project.

Scott Collins, City Engineer/Project Manager, City of Washougal

Scott has over 16 years experience in private and public infrastructure projects. Scott serves as the City engineer and started in Washougal in November 2022. He currently oversees all the City's Capital Improvement Projects which range from \$32,000 to \$34,564,700, and total current budget of over \$64 million dollars with various federal, state, and local funds.

Prior to Washougal, Scott worked for the City of Modesto as the Traffic Operations Engineer and eventually Traffic Engineer managing an annual operating budget of \$5.6million and annual capital improvement budget of \$21 million. Prior to that, Scott was an Associate Civil Engineer who managed Modesto's first large project, the State Route 99/Pelandale Avenue Interchange Reconstruction Project valued at a total cost of nearly \$40 million which consisted of a new bridge overcrossing above Highway 99.

Scott also has some design build experience, as he started his career with Grante Construction Company for a duration of over 8 years (including internship). There he worked on California Department of Transportation's (Caltrans) first design build project in Madera, CA valued at nearly \$23 million which consisted of replacing failed concrete panels with full-depth asphalt concrete and an overlay to full reconstruction of all lanes and shoulders. Scott also worked on Phase 1 of the Stockton Prison Medical Facility valued at \$129 million which consisted of off-site utility and roadway upgrades, site work, secure fencing, site entrances and guardhouse, along with several facility structures and parking lots.

Jason VanAlsborg, Management Analyst/Assistant Project Manager, City of Washougal

Jason is the Management Analyst and Project Manager for the City. He has 12 years of progressive experience in design, construction and management of Public Works projects. He was the city's engineering tech and public works/ROW inspector for 10 years, overseeing and inspecting private and public works projects. As Management Analyst he is responsible for assisting in budget preparation, coordination, analyzation and monitoring for the City's Public Works depart. He is also currently Managing or assisting in the management of several capitol projects with expected construction costs ranging from \$500,000 to \$8.9 million.

Prior to joining the City of Washougal in 2013, Jason worked for the State of Pennsylvania's Department of Environmental Protection, in the Waterways Engineering Division, working on major flood protection projects. Duties while with the State of Pennsylvania DEP included watershed modeling, project design, project document preparation, plan and specification review, and participating in on-site construction meetings.

Ryan Baker, Operations Superintendent, City of Washougal

Ryan manages all public works operations including streets, water, sewer, park and cemetery services for the City of Washougal. He leads a staff of 22 employees and has worked for the city since February 4, 2002. Ryan will provide project oversight on plan review and maintenance activities to ensure the City is able to maintain the infrastructure once in place. Ryan has worked closely on a variety of projects, including the budgeted \$34,564,700 Biosolids Handling Facilities Project which includes construction of an aerobic digester, anoxic selector, rotary drum thickener, screw press, and lagoon decommissioning. Ryan is currently serving as the lead project manager of the project and was critical during design ensuring staff will be able to adequately maintain and operate the newly constructed facilities.

Robynne Thaxton JD, FDBIA, Thaxton Parkinson, PLLC

Robynne is one of the leading experts in construction law and alternative procurement both in Washington State and on a national basis. Robynne has served on the Washington State Capitol Projects Advisory Review Board since 2019 is co-chair of the CPARB Board Development Committee. In addition, she served on the National Design Build Institute of America Board of Directors from 2010 – 2016 and was named to the inaugural class of DBIA Designated Fellows. She is the current Chair of the DBIA National Progressive Design-Build Committee, which is responsible for drafting the DBIA Best Practices documents for progressive design-build, and the former chair of the DBIA National Education Committee as well as the Legal and Legislation Committee, where she was instrumental in drafting and revising the DBIA form contracts and subcontracts and revising the DBIA Design-Build Universal Best Practices. She served as the President of the Northwest Region for DBIA from 2008 to 2010 and chaired the NW Region Legal Committee from 2003 to 2020. Robynne was named as a Washington Super Lawyer in 2010-2024 and is the 2021 recipient of the DBIA Distinguished Leadership award. She is also a frequent lecturer for universities and industry organizations. Robynne has developed a specific expertise in the area of progressive design-build and is one of only a few approved instructors for DBIA's Progressive Design-Build Best Practices class.

Monica Blanchard, PE – Project Manager:

Monica was honored by DBIA with a Distinguished Leadership Award for her work on design-build projects throughout the Pacific Northwest including the SR520 Evergreen Point Floating Bridge. Monica has significant experience in developing and leading project partnerships, including alternative delivery, that are based on and dedicated to the mutual success of all parties. She is committed to bring a collaborative and solution-oriented project management approach to all phases of the 32nd Street Underpass project. She has advised owners on alternative delivery method selection and has worked directly with FHWA on alternative delivery projects. She has 7 years of experience in a similar role on projects of similar scope and complexity and has an additional 3 years of relevant experience during her time as a contractor. Her attention to detail and combined public-sector, contractor, and consulting experience will provide a full vision asset to the city resulting in the city having a high level of confidence in the overall project delivery.

Tim Rose, PE – Alternative Delivery Manager:

Tim will assist in developing the structure and content of the Request for Qualifications (RFQ) and the Request for Proposals (RFP) and facilitating evaluation and scoring of the Design-Builder submitted Summary of Qualifications and Proposals. Tim performed this role on the Virginia Passenger Rail Authority (VPRA) \$2 Billion Long Bridge program consisting of the North PDB and the South DB projects, Tim also provided input into the quality program and minimum technical requirements development along with PDB lessons learned for the project team. Tim led the program management team for the US-89; Farmington to I-84; Davis County, Utah; \$525 Million PDB project through construction contract development, design quality review, construction cost negotiation/reconciliation and finally construction quality management services. As the project director for UDOT Tim was responsible for the delivery of the I-15 The Point DB project, a \$252 Million project consisting of seven miles of mainline I-15 connecting the Provo-Orem area to Salt Lake County. Tim led the project team in the development of both the RFQ and the RFP and the evaluation and scoring of the SOQ and Proposals submitted by the DB teams.

Stuart Bennion, PE, SE - Design Lead

Stuart is a transportation project engineer with 23 years of experience both in the public and private markets. As a bridge designer and Assistant State Construction Engineer for WSDOT, Stuart became a specialist in seismic design, constructability, contracts, and bridge engineering, while also gaining experience on the owners side of alternative delivery as a bridge technical advisor. Since joining WSP, Stuart has developed into a multi-disciplinary project manager who understands how the design fits into all aspects of a transportation project, including the planning, environmental documentation and permitting, and the ROW process. Stuart has work on the contractor's and owner's side of alternative delivery with WSP and understands the importance of risk/schedule/cost management through the entire process has experience with practical solutions, accelerated bridge construction, successful use of over-the-shoulder reviews, and management of the accelerated alternative delivery design schedule and support during construction.

Megan McIntyre, EIT – Railroad Lead:

Megan brings 21 total years of experience, including 17 years of experience as a BNSF employee and deep understanding of how to collaborate effectively with their teams. In her tenure there, she represented BNSF

in negotiations with WSDOT and local cities on grade separations and at-grade crossings, including elements of contracts, design, ROW, utilities, and construction. Megan's knowledge of BNSF processes, direct work with FRA and WSDOT LP and additional collaborative relationships will benefit the 32nd Street Underpass project by providing someone who can navigate barriers swiftly.

Mike Schoeff, Independent Cost Estimation (ICE)/Schedule:

Mike has over 16 years of experience in the construction industry. During this period, he has managed operations for marine, heavy civil projects for clients such as BNSF Railways, various ports in the Pacific Northwest, Portland General Electric, PacifiCorp and numerous other confidential clients. As a Chief Engineer for a contractor, he was responsible for managing all internal and outside engineering along with constructability analysis and value engineering. This includes working through means and methods of construction, heavy lift planning, temporary construction devices, scheduling, project risk analysis, and contract management. Mike has also worked on some of the largest design-build estimates of their time, Gerald Desmond Bridge and Tappan Zee Bridge. Mike's understanding of risk analysis, and temporary construction devices have reaped many benefits. He has been a part of many successful projects and pursuits. Including the accelerated bridge construction of BNSF Bridge 58.8 and 66.4 Bridge which happen to be along the same rail line as the City of Washougal project and the alternate delivery of Portland Eastside Combined Sewer Outfall.

Dustin "Dusty" Day, PWS - Permitting Lead: Dusty is a project manager and senior environmental scientist with a strong background in environmental permitting, and has facilitated local, state, and federal permits for numerous transportation projects throughout the Pacific Northwest. He also has extensive experience complying with the National Environmental Policy Act requirements (from categorical exclusions to environmental impact statements), Endangered Species Act compliance, and Clean Water Act review. Dusty has work on the owner's side of alternative delivery with WSP and understands the implications that environmental permitting can have on a project's risk and schedule, and has experience with practical solutions to minimize risk and permitting delays.

Greg Thiemens, Greg has experience in construction engineering and estimating including takeoffs, scheming, scheduling, and temporary structure design. Greg has assisted in estimating steel plate girder bridges, cable-stay bridges, and segmental bridges on many large alternate-delivery projects such as the Corpus Christi Harbor Bridge and the LAX Automated People Mover. He has performed bridge and structural estimating, specification review, rigging planning, and indirect project cost estimates. Greg's management experience includes design-build task forces, engineering management, and job site operations. He is experienced with post-tension stressing, turn-of-nut torquing, land-based lattice cranes, hydraulic boom cranes, barge-based crawler cranes, structural concrete, deck barges, and derricks. Greg has administered Washington State Department of Transportation Local Agency Guidelines projects as a Resident Engineer. He is a licensed professional engineer in Idaho and Washington State.

- Provide the **experience and role on previous DB projects** delivered under RCW 39.10 or equivalent experience for each staff member or consultant in key positions on the proposed project. (See Attachment D for an example. The applicant shall use the abbreviations as identified in the example in the attachment.)

See Attachment B for the Project Team's experience and role on previous DB projects.

- The qualifications of the existing or planned project manager and consultants.
Note: For Design-Build projects, you must have personnel who are independent of the Design-Build team, knowledgeable in the Design-Build process, and able to oversee and administer the contract.

Scott Collins will serve as the Project Manager for the City during the Project. WSP will serve as the City's Owner Advisor, in which Monica Blanchard will serve as WSP Project Manager throughout the duration of the project. Robynne Thaxton will serve as procurement lead and has advised owners on over 40 PDB projects with a total value in excess of \$6 billion. Tim Rose is the alternate delivery manager and has delivered DB and PDB projects in excess of \$500M as the owner's representative. Scott, Monica, Robynne, and Tim's qualifications are summarized in the short biographies previously and in Attachment B of the Project Team's experience and role on previous DB projects.

- If the project manager is interim until your organization has employed staff or hired a consultant as the project manager indicate whether sufficient funds are available for this purpose and how long it is anticipated the interim project manager will serve.

N/A

- A brief summary of the construction experience of your organization's project management team that is relevant to the project.

The City's Owner Advisor have been involved in many design and construction projects summarized in Attachment B.

- A description of the controls your organization will have in place to ensure that the project is adequately managed.

Procurement. The City, WSP, and Robynne Thaxton will train the procurement evaluation committee and facilitate the development of the procurement and evaluation of the proposers and finalists submitting statements of qualifications (SOQs) and proposals. The Request for Qualifications and Request for Proposals will be based on forms that have been developed over many years by Robynne Thaxton and used in numerous PDB procurements in the state of Washington.

Design and Construction. The design-build contract requires robust communication and open book development of the project budget and scope. It also implements a system of design management that includes design and trend logs to track the development of the design from the basis of design documents through the approval and implementation of the construction documents. WSP will be responsible for reviewing the design submissions and for monitoring the quality assurance and commissioning of the project. Robynne Thaxton will work with WSP to ensure that the project is running smoothly and following industry best practices.

Project Controls. The WSP team will utilize a project dashboard which will include, at a minimum, budget tracking, construction schedule management, progress photo gallery, and cash flow projections, a change ledger, issues tracking and change order tracking databases will round out our available tools. Our project dashboard can be configured to support any other tracking metrics the city and stakeholders would like to see. WSP will manage the design review process and submittals utilizing a project management software such as Bluebeam Revu or Projectwise that will facilitate collaborative comment input and resolution. Construction certifications and submittals along with materials testing and inspection reports will be managed utilizing ProCore or similar software.

- A brief description of your planned DB procurement process.

The City will select the design-build team using a “progressive design-build” approach fully consistent with RCW 39.10. The City will first issue a Request for Qualifications to solicit design-build teams with the appropriate experience to perform the work. The City will then evaluate the responsible proposers submitting responsive SOQs and create a short list of no more than four finalists.

The City intends to conduct one or more confidential meetings with the finalists prior to the submission of the proposal to allow finalists to ask questions and provide feedback on the draft contract. In addition, the Proposers will participate in interactive meetings which allow the City to evaluate the Design-Build Team’s collaborative skills.

The finalists will submit technical and price proposals in response to the RFP, and the City will reserve the right to conduct interviews to allow finalists to explain their proposals and the evaluation team to ask questions regarding the proposals. The City will then evaluate the finalists strictly in accordance with the criteria established in the procurement documents. The City will then select the finalist with the highest score.

The City will base its evaluative criteria primarily on the qualifications of the individuals and companies on the design-build team, including their successful completion of projects of similar scope and complexity and their previous successful experience i with businesses certified by OMWBE. The City will pay particular attention to the finalists’ management plans, project controls plans, design management and construction scheduling plans, experience, and inclusion plans for OMWBE certified businesses. The City is in the process of determining the appropriate “cost or price-related factor” for this project. At a minimum, the City will be requesting the Design-Builder’s overhead and profit fee percentage. The City and the Design-Builder will work collaboratively to develop a Guaranteed Maximum Price after the award of the Project.

- Verification that your organization has already developed (or provide your plan to develop) specific DB contract terms.

Robynne Thaxton will work with the City to develop the design-build contract and general conditions and will use as a basis contracts that she has used with many past clients, as well as national form contracts, including projects that include heavy civil road work. The contracts are based on the DBIA form documents and include edits Ms. Thaxton has used on numerous progressive design-build projects in Washington. Ms. Thaxton’s philosophy is to draft fair contracts consistent with design-build best practices. As noted above, not only does Ms. Thaxton have decades of experience drafting design-build contracts across the country, but she was also involved with drafting the DBIA Best Practices primers for both traditional and progressive design-build projects. Ms. Thaxton was the vice-chair of the CPARB RCW 39.10 reauthorization committee; therefore, she is fully informed of the requirements of RCW 39.10.

7. Public Body (your organization) Construction History:

Provide a matrix summary of your organization’s construction activity for the past six years outlining project data in content and format per the attached sample provided: *(See Attachment E. The applicant shall use the abbreviations as identified in the example in the attachment.)*

- Project Number, Name, and Description
- Contracting method used
- Planned start and finish dates
- Actual start and finish dates
- Planned and actual budget amounts
- Reasons for budget or schedule overruns
- Small-, minority-, women-, and veteran-owned business participation planned and actual utilization

See [Attachment C](#) for a matrix of City projects

8. Preliminary Concepts, sketches or plans depicting the project

To assist the PRC with understanding your proposed project, please provide a combination of up to six concepts, drawings, sketches, diagrams, or plan/section documents which best depict your project. In electronic submissions these documents must be provided in a PDF or JPEG format for easy distribution. Some examples are included in attachments E1 thru E6. At a minimum, please try to include the following:

- A overview site plan (*indicating existing structure and new structures*)
- Plan or section views which show existing vs. renovation plans particularly for areas that will remain occupied during construction.

Note: applicant may utilize photos to further depict project issues during their presentation to the PRC

See [Attachment D](#) for a site plan and other concept drawings

9. Resolution of Audit Findings On Previous Public Works Projects

If your organization had audit findings on any project identified in your response to Question 7, please specify the project, briefly state those findings, and describe how your organization resolved them.

[The City has no audit findings](#)

10. Subcontractor Outreach

Please describe your subcontractor outreach and how the public body will encourage small-, minority-, women-, and veteran-owned business participation.

The RFP will require the prospective PDB firms to submit their experience and strategies for outreach to State or Federally certified minority-owned, woman-owned, veteran-owned, small, and disadvantaged businesses. The responding firms will be required to disclose their success rate on recent projects in encouraging and achieving business equity participation and include in their narrative a target percentage for inclusion of business equity on this project. The RFP will also ask submitters to include in their narrative a plan that describes the steps the firm will take to achieve this goal. The plan should describe how the firm will reach out and work with diverse businesses to provide opportunities for participating in the work associated with this project. Particular attention will be given to firms that can show successful participation in geographical areas where business equity tends to be lower. Inclusion plans will be evaluated not only on outreach but also on the proposer's plan to assist diverse businesses with participation on the project and seek out businesses that have not been certified to assist them with certification.

The City is particularly committed to substantial inclusion from OMWBE certified businesses. Design-build is a very effective delivery method in Washington to achieve high participation from these businesses because the design-builder isn't limited by a requirement to select based on low bid. Progressive design-build is a particularly effective way to achieve these goals because the owner can become involved with the selection of subcontractors and approve any additional costs associated with packaging the Work to increase participation, outreach efforts, and training.

CAUTION TO APPLICANTS

The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria of RCW 39.10.300 to be approved.

SIGNATURE OF AUTHORIZED REPRESENTATIVE

In submitting this application, you, as the authorized representative of your organization, understand that: (1) the PRC may request additional information about your organization, its construction history, and the proposed project; and (2) your organization is required to submit information requested by the PRC. You agree to submit this information in a timely manner and understand that failure to do so may delay action on your application.

The PRC strongly encourages all project team members to read the [Design-Build Best Practices Guidelines](#) as developed by CPARB and attend any relevant applicable training. If the PRC approves your request to use the DB contracting procedure, you also agree to provide additional information if requested.

The 2021 Legislature updated [RCW 39.10.330\(8\)](#) stating that Design-Build contracts must require the awarded firm to track and report to the public body and to the office of minority and women's business enterprises (OMWBE) its utilization of the OMWBE certified businesses and veteran certified businesses. By submitting this application, you agree to include these reporting requirements in project contracts.

I have carefully reviewed the information provided and attest that this is a complete, correct and true application.

Signature:  _____

Name: *(please print)* Scott Collins *(public body personnel)*

Title: City Engineer / Deputy Public Works Director

Date: 08/15/2024

Exhibits

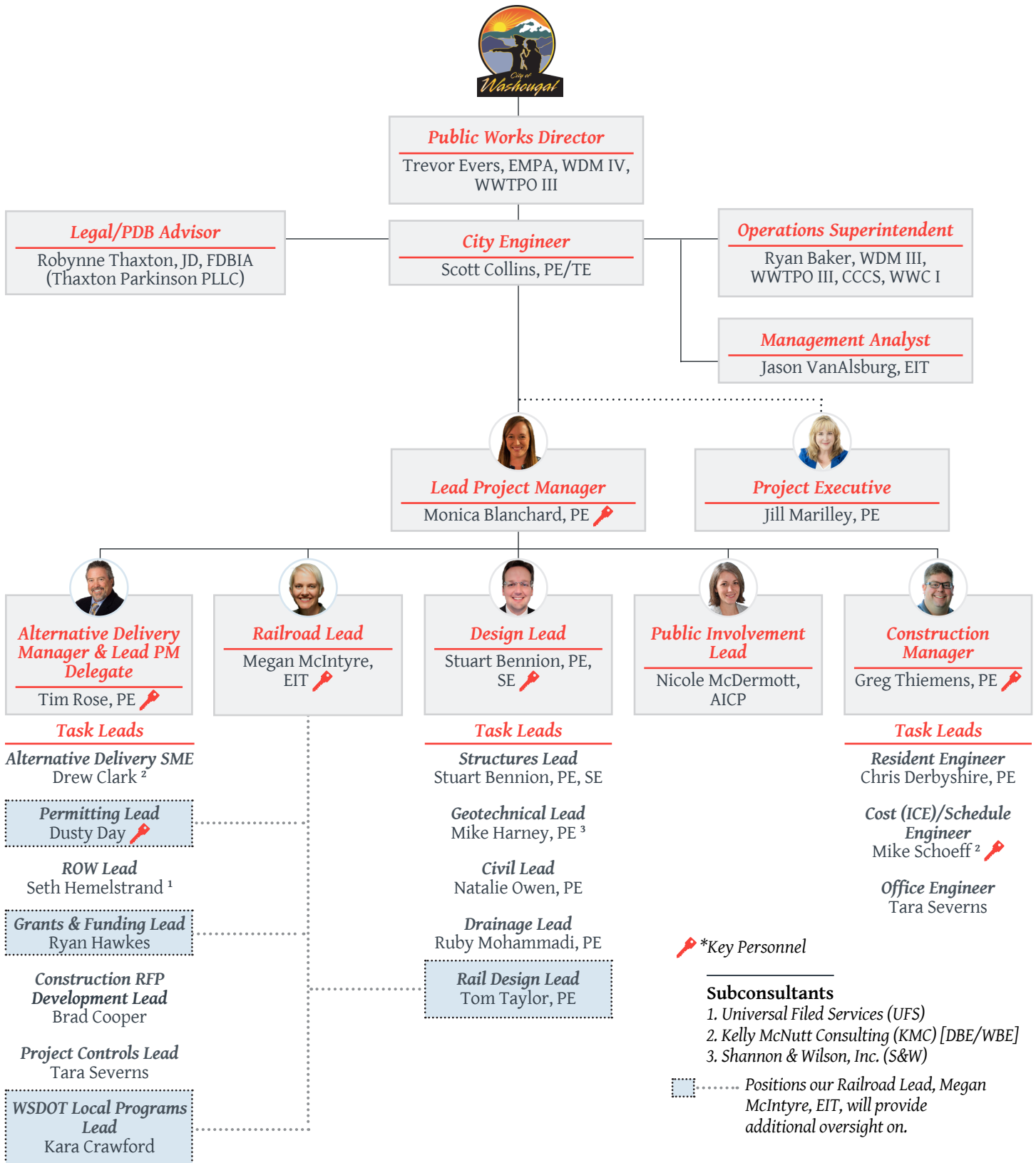
Attachment A: Organizational Chart

Attachment B: Project Team's experience and role on previous DB projects

Attachment C: City Project Construction History

Attachment D: Preliminary Concepts and Sketches

Attachment A - City's Organizational Chart



32nd Street Underpass Project **Attachment B - Project Team's Experience and Role on Previous DB Projects**

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Scott Collins, PE	City Engineer for the City of Washougal. He has more than 16 years experience in private and public infrastructure projects.	SR 99 and Pelandale Avenue Interchange Reconstruction Project	\$40M	DBB	N/A	N/A	Project Manager
		SR 99 Madera Rehabilitation Project	\$37M	DB	N/A	Field Engineer	Field Engineer
		Stockton Prison Medical Facility	\$129M	DB	N/A	Project Engineer	Project Engineer
		Roselle Avenue Widening and Roundabout Project	\$4M	DBB	N/A	N/A	Project Manager
		Memorial Medical Center ADA Improvements	\$5M	DBB	N/A	Design Engineer	N/A
		Backplates, New Signal Heads, and ATC Cabinets	\$2M	DBB	N/A	Project Manager	N/A
		Biosolids Handling Facilities	\$35M	DBB	N/A	Project Manager	Asst. Project Manager
Robynne Thaxton, JD, FDBIA	Robynne Thaxton has advised owners on over 40 PDB projects with a total project value in excess of \$6 billion. Representative clients include: The cities of Seattle, Tacoma, Spokane, Portland, Richland, Wenatchee, Pasco, and Spokane Valley, WSDOT, Sound Transit, King, Spokane, and Benton Counties, the State of Washington, Western Washington City, Bonneville Power Administration, Grant County PUD, and the Toronto Transit Commission.	Sound Transit Operations and Maintenance Facility South	\$1.2 B	DB	Attorney/Consultant	As needed	As needed
		WWU Student Development and Success Center	\$30 M	PDB	Consultant	As needed	As needed
		WSDOT SR 167-161 Project	\$500M	PDB	Consultant	As needed	As needed
		Toronto Transit Commission, Bloor-Yonge Subway expansion	\$2B	PDB	Consultant	As needed	As needed
		WSDOT/Kitsap Fish Passages Project	\$400M	PDB	Consultant	As needed	As needed

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Monica Blanchard, PE	<p>Monica Blanchard is a resident engineer and business lead with more than 16 years of experience in design and construction management. She has worked for more than 12 years in leadership roles as a project engineer, project manager and director, more than six years on Washington State Department of Transportation projects, more than four years on Oregon Department of Transportation, and nearly five years on Naval Facilities Engineering Systems Command projects. Monica has led projects as a construction contractor, public agency representative and consultant. She has a breadth of experience on transportation, maritime, and heavy civil design, and construction projects, including several alternative delivery projects with GC/CM and design-build delivery, including the Interstate Bridge Program (IBR), the Rose Quarter Improvement Project, and the SR 520 Floating Bridge & Landings project.</p>	Interstate Bridge Replacement (IBR), WSDOT/ODOT	\$5-7.5B	DBB, DB, PDB, & GC/CM	N/A	Procurement Specialist	N/A
		P454 Multi-Mission Dry-Dock (M2D2), NAVFAC NW	Classified	Multi-parameter with early Contractor Involvement	N/A	Construction Lead	N/A
		Lewis Street Overpass, City of Pasco	\$30M	DBB	N/A	N/A	Change Order Specialist
		I205 Phase 1A Abernethy Bridge ODOT	\$750M	Multiparameter A+C+D	N/A	N/A	Deputy Project Director
		Rose Quarter Improvement Project, ODOT	\$1.5-1.9B	GC/CM	Deputy Project Director	Deputy Project Director	N/A
		Mukilteo Ferry Terminal Marine Structures, WSDOT	\$26M	DBB with DB Elements	N/A	N/A	Project Manager
		Pier 50 Float, King County	\$8M	DB	N/A	Project Manager	Project Manager
		Juneau Cruise Ship Berths, City and Borough of Juneau	\$54M	DBB with DB Elements	N/A	N/A	Project Manager
		State Route 520 Floating Bridge and Landings, WSDOT	\$765M	DB	N/A	Project Engineer	Project Engineer & General Superintendent

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Tim Rose, PE	Tim has 36 years of experience working for UDOT and other public agencies in delivering design-bid-build and alternative delivery projects, including design build, CM/GC and progressive design-build, in areas of procurement document preparation, contractor engagement, qualifications and proposal review, contract negotiations, design and construction management.	UDOT US-89: Farmington to I-84	\$525M	PDB	PDB Program Manager	Transformed DB contact	Program Manager/ Construction Quality Manager
		VPRA Long Bridge North Package	\$700M	PDB	PDB Advisor	Procurement Support	N/A
		VPRA Long Bridge South Package	\$700M	DB	Procurement Advisor	Procurement Support	N/A
		UDOT/UTA Frontrunner Strategic Doubletrack	\$900M	PDB	PDB Advisor/ Construction Quality Manager	PDB Procurement & Quality Advisor	N/A
		VPRA Franconia-Springfield Bypass	\$450M	CMGC	Procurement Advisor	Procurement Support	N/A
		UDOT I-15 The Point	\$252M	DB	Project Director	Procurement Support, Contract execution	Project Director
Megan McIntyre, EIT	Megan McIntyre has had extensive experience during her eight years negotiating grade separations and road projects adjacent to rail facilities in Washington state and throughout the United States. She has worked on several projects with WSDOT, local cities, and municipalities. Her existing knowledge of the rail processes and professional staff at BNSF, FRA and WSDOT will be a huge benefit to any municipality that is working with BNSF on such an extensive project. Meagan is actively working on the Interstate Bridge Program (IBR).	Industrial Way Oregon Way Intersection Improvements (IWOW) Overpass WSDOT/ODOT	\$230M	DB	N/A	Railroad Coordination and PM	N/A
		Interstate Bridge Replacement (IBR) WSDOT/ODOT	\$1B	DB	Railroad Coordination	Railroad Coordination	Railroad Coordination
		M Street Underpass	\$22.5M	DBB	BNSF PM	BNSF PM	BNSF PM
		I-5 Widening Puyallup River Bridge	\$5B	DBB	BNSF PM	BNSF PM	BNSF PM
		Strander Blvd Underpass	\$16.5M	DBB	BNSF PM	BNSF PM	BNSF PM

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Stuart Bennion, PE, SE	Director of Structures, project manager, QC manager, and design lead - 23 years of experience in both traditional and alternative delivery contracts.	SR 167 Completion Project	\$2.6B	PDB	WSDOT Bridge Technical Advisor	Advisor	Advisor
		I-405/112th Avenue to SE 8th Street – Widening Project	\$126M	DB	N/A	WSDOT Bridge Technical Advisor	Advisor
		SR 520 Floating Bridge & Landings	\$849M	DB	WSDOT ASCE	WSDOT ASCE	N/A
		I-5 - Portland Avenue to Port of Tacoma Road - Southbound HOV	\$325M	DB	Structural Engineer and Deputy PM	Advisor	Advisor
		WSDOT SR 18 Widening Project	Est. \$650M	DB	Structural Lead	TBD	TBD
		WSDOT SR432 Industrial Way/ Oregon Way (IWOW) Intersection improvements	Est. \$120M	DB	Structural Lead & Constructability Review	TBD	TBD
		I-405 /NE 132nd St Interchange project	\$47.8M	DB	Deputy Design Lead	Advisor	Advisor
		I-5 /SR-16 Realignment - HOV Structures and Connections Project	\$161M	DB	N/A	N/A	Advisor
		US97 Bend North Corridor Project	\$175M	DB	Structural Lead & Constructability Review	N/A	N/A

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Greg Thiemens, PE	Project manager, QC manager, and discipline estimate lead - 19 years of experience in both traditional and alternative delivery contracts	A-25 Completion Project	\$1B	DB	Erection planning and constructability	Constructability and estimating	Planning lead/ Superintendent
		I-405 Sepulveda Pass Improvements	\$1B	DB	N/A	N/A	Design management
		Bayonne Bridge Navigational Clearance Project	\$1.7B	DBB	N/A	N/A	Erection planning and constructability
		Corpus Christi Harbor Bridge	\$800M	DB/PPP	Erection planning and constructability	Constructability and estimating	N/A
		Central 70 Replacement	\$1.2B	D-B-F-O-M	Constructability and estimating	Constructability, estimating, design task force lead	N/A
		LAX Automated People Mover	\$2B	D-B-F-O-M	Constructability and estimating	Constructability and estimating	N/A
		Shipyards Infrastructure Optimization Program, Puget Sound Naval Shipyard P-454	Multi-Billion	D-B	N/A	Constructability and estimating	N/A

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Dusty Day, PWS	Project manager, local quality lead, and environmental permitting lead - 25 years of experience in both traditional and alternative delivery contracts	Interstate Bridge Replacement (IBR) WSDOT/ODOT	\$1B	DB	"NEPA Wetland Lead 404/401 Permit Lead"	Advisor	TBD
		Hood River Bridge Replacement Environmental Impact Statement	Est. \$1B	DB	NEPA Wetland Lead	N/A	N/A
		Columbia River Outfall Environmental Impact Statement	\$40 M	DB	SEPA water resources, plants, and animals sections	Advisor	N/A
		City of Battle Ground SR502/503 Intersection and Shared-Use Pathway	\$5.8 M	DB	"NEPA Cat. Ex Lead Permit Lead"	Advisor	N/A
		City of Vancouver SE 18th Street Improvements	Est. \$14 M	DB	"NEPA Cat. Ex Lead Permit Lead"	Advisor	N/A
		SR 500, NE Lake Road and NE Everett Street Intersection Improvements	\$4.8 M	DB	Permit Lead	Advisor	N/A
		Ken Jernstedt Airfield Environmental Assessment	Est. \$5M	DB	Air quality, climate, and water resources discipline reports lead	Advisor	N/A
		Waterfront Park and Trail Final Design and Engineering, Port of Camas	Est. \$5M	DB	Permit Lead	Advisor	N/A

Attachment B
City of Washougal
32nd Street Underpass Project

Name	Summary of Experience	Project Names	Project Size	Project Type	Role During Project Phases		
					Planning	Design	Construction
Mike Schoeff	Mike Schoeff has over 16 years of experience in the construction industry. During this period, he has managed operations for marine, heavy civil projects for clients such as the BNSF Railways, various ports along the Columbia River, Portland General Electric, PacifiCorp and numerous other confidential clients. As a Chief Engineer, he was responsible for managing all internal and outside engineering along with constructability analysis and value engineering. This includes working through means and methods of construction, barge selection, heavy lift planning, temporary construction devices, tidal planning, scheduling, project risk analysis, and contract management.	Interstate Bridge Replacement (IBR), WSDOT/ODOT	\$1B	DBB, DB, PDB, & GC/CM)	N/A	Senior Cost and Schedule Specialist	N/A
		OR 217 Auxiliary Lanes, ODOT	\$158M	DBB	N/A	N/A	Senior Cost Estimator & Schedule Expert
		US 97 & US 20 North Bend Corridor, ODOT	\$175M	DB	N/A	N/A	Senior Cost Estimator & Schedule Expert
		Pedestrian Bridge Replacement, Port of Kalama	\$10M	DBB	N/A	Senior Cost Estimator & Schedule Expert	N/A
		Guadalupe River Bridge Arbitration, Caltrain	\$35M	DBB	N/A	Senior Cost Estimator and Scheduler	N/A
		Western Hills Viaduct CMAR & ICE, City of Cincinnati Department of Transportation & Engineering	\$400M	GC/CM	N/A	Independent Cost Estimator and Scheduler	N/A
		Gordie Howe International Bridge, Windsor-Detroit Bridge Authority	\$3.8B	Public Private Partnership	N/A	N/A	Independent Cost Estimator and Scheduler

Attachment C - Matrix of City Projects

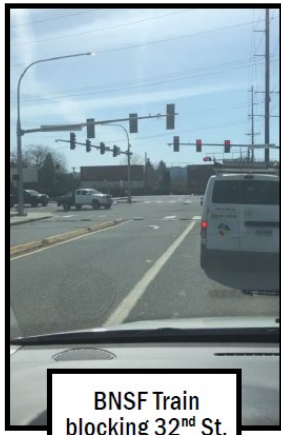
Project #	Project Name	Description	Contracting Method	Planned Start Date	Planned Finish Date	Actual Start Date	Actual Finish Date	Planned Budget	Actual Budget	Planned Business Participation	Actual Business Participation	Budget and Schedule Overrun
FA-2019-01	Civic Center Buildings Siding Improvements and Restroom Addition	Siding improvements to two Civic Center buildings with a 500 SF +/- restroom addition to one of the buildings. Work included replacement of existing siding, exterior painting, replacement of windows and glazing. One bid alternate included new "wood" cladding at entries.	MRSC Small Works Roster Solicitation	5/7/2019	2/1/2020	5/7/2019	3/1/2020	\$674,734.82	\$713,295.59	0%	N/A*	Additional repair items and aesthetic modifications during construction. These included dry rot repair, new coping, storefront door at breakroom, repair existing beam by City Hall entry, replace 2 light fixtures, replace roof coping, additional concrete removal by doorways, and security service install. Delay due to added scope items and material.
FA-2021-01	Social Service Rehabilitation	Design and construction of the Social Service Building repair and renovation. New roof, flooring, lighting, siding, public bathroom, new windows, exterior painting, and HVAC	Formal Sealed Bid	2/1/2023	11/1/2023	2/1/2023	11/1/2023	\$827,642.04	\$919,501.71	0%	0%	Change Orders due to minor scope increases and sales tax adjustment.
FA-2023-01	Facility Security Improvements	Construction of a new interior security wall in the reception area of the existing City Hall building.	MRSC Small Works Roster Solicitation	4/1/2022	7/1/2022	2/1/2023	5/1/2023	\$68,633.00	\$70,533.92	0%	0%	Additional scope for additional laminate replacement on existing counter. Schedule delay occurred because the project bid twice before securing a contractor for work.
PK-2019-01	Elizabeth Park Remodel	New Playground at Elizabeth Park	MRSC Small Works Roster Solicitation	3/25/2019	5/17/2019	3/25/2019	5/17/2019	\$49,564.82	\$49,564.82	0%	N/A*	N/A; project was on schedule and budget
PK-2019-04	Upper Hathaway Improvements	New Metal roof on Hathaway Pavilion	MRSC Small Works Roster Solicitation	3/21/2019	6/4/2019	3/21/2019	6/4/2019	\$23,848.00	\$23,848.00	0%	N/A*	N/A; project was on schedule and budget
PK-2019-09	Schmid Ball Fields Phase 3	The Schmid Ball Fields is the completion of 3rd field, site improvements including completion of parking lot and additional driveway onto Evergreen Way, sight lighting, concessions and restrooms.	Formal Sealed Bid	5/18/2021	1/1/2022	5/18/2021	4/1/2022	\$1,528,395.51	\$1,567,212.17	0%	N/A*	Additional trench drain for stormwater collection due to tight tolerances in slopes around proposed concrete and additional plaza work that included electrical. Delays were due to rerouting water line due to system looping and boulder removal.
N/A	Steamboat Landing	New decking material to the upper deck, new safety railing, additional supports to the deck structure, and provided improvements to the deck foundation.	Formal Sealed Bid	2/14/2020	5/18/2020	2/14/2020	5/18/2020	\$120,609.77	\$120,609.77	0%	N/A*	N/A; project was on schedule and budget
PK-2021-02	Campen Creek Bridge	Design and Construction of the Campen Creek Bridge replacement	Formal Sealed Bid	11/4/2021	10/27/2022	11/4/2021	10/27/2022	\$172,356.00	\$172,356.00	0%	N/A*	N/A; project was on schedule and budget
PK-2022-01	Pickleball Court	Improvements and repairs to the pickleball courts. Including crack repair and resurfacing.	Formal Sealed Bid	7/7/2022	11/1/2022	7/7/2022	5/15/2023	\$110,000.00	\$105,083.71	0%	0%	Weather impacts caused a delay in the resurfacing
PM-2019-01	2019 Pavement Management Program	Yearly maintenance to identified City streets determined via the Pavement Management program. Treatments included: Grind and Inlay, AR Chip, Chip/Fog Seal, Slurry Seal and Crack Seal.	Piggyback Agreement with City of Vancouver	1/1/2019	12/31/2019	1/1/2019	12/31/2019	\$863,000.00	\$863,000.00	0%	N/A*	N/A; project was on schedule and budget
PM-2020-01	2020 Pavement Management Program	Yearly maintenance to identified City streets determined via the Pavement Management program. Treatments included: Grind and Inlay, AR Chip, Slurry Seal and Crack Seal.	Piggyback Agreement with City of Vancouver	1/1/2020	12/31/2020	1/1/2020	12/31/2020	\$907,000.00	\$325,422.00	0%	N/A*	No schedule or budget impacts. Removal of project scope items due to weather and late bidding timeframe.
PM-2021-01	2021 Pavement Management Program	Yearly maintenance to identified City streets determined via the Pavement Management program. Treatments included: Grind and Inlay, AR Chip, Chip/Fog Seal, Slurry Seal and Crack Seal.	Piggyback Agreement with City of Vancouver	1/1/2021	12/31/2021	1/1/2021	12/31/2021	\$907,000.00	\$827,443.00	0%	N/A*	N/A; project was on schedule and budget
PM-2022-01	2022 Pavement Management Program	Yearly maintenance to identified City streets determined via the Pavement Management program. Treatments included: Grind and Inlay, AR Chip, Chip/Fog Seal, Micro Seal and Crack Seal.	Piggyback Agreement with City of Vancouver	1/1/2022	12/31/2022	1/1/2022	12/31/2022	\$1,157,000.00	\$1,126,118.00	0%	N/A*	N/A; project was on schedule and budget
PM-2023-01	2023 Pavement Management Program	Yearly maintenance to identified City streets determined via the Pavement Management program. Treatments included: Chip/Fog Seal, Slurry Seal and Crack Seal.	Piggyback Agreement with City of Vancouver	1/1/2023	12/31/2023	1/1/2023	In Progress	\$1,046,000.00	TBD	0%	0%	Schedule delay due to weather as the City had to postpone slurry seals due to late bidding window.
SS-2020-01	Pump Station #1 Relocation	Pump Station #1 relocation and upgrades, project includes improvements to water, sewer and storm systems in the close proximity of the pump station relocation.	Formal Sealed Bid	11/1/2022	11/1/2023	1/30/2024	In Progress	\$2,165,491.83	TBD	0%	0%	Staff turnover and delays in progressing project to bidding stage.
SS-2024-02	Biosolids Handling Facility/Anoxic Selector-Construction	Comprehensive biosolids handling facilities that will turn the waste process of the wastewater treatment process into a land-applied, Class B biosolid (fertilizer). Components of the biosolids handling facility will include, an aerobic digester, rotary drum thickener, and screw press.	Formal Sealed Bid	4/1/2024	10/5/2026	5/6/2024	In Progress	\$34,564,700.00	TBD	0%	0%	During bidding, slight delay due to questions and plan/spec updates.
ST-2023-03	2023 Catch Basin and Drainage Improvements	Catch Basin and Drainage Improvements at various locations throughout the city as identified by the City's stormwater department	MRSC Small Works Roster Solicitation	8/17/2023	11/1/2023	8/17/2023	11/1/2023	\$290,000.00	\$294,958.00	0%	0%	Gas line utility conflict causing change of material of pipe. Additional test pit location for groundwater location.
TP-2019-01	Columbia River Trail	Construction of a new trail that connects with the Port of Columbia-Washougal Trail System starting at Steamboat Landing 0.6 miles to the west connecting to the section of trail constructed by the Port of C-W.	Formal Sealed Bid	8/1/2020	8/15/2021	9/1/2020	11/15/2021	\$1,206,588.00	\$1,437,137.37	0%	N/A*	Change orders for added lighting conduit, added tree plantings, added curbing due to WSDOT ROW and drainage conditions. Schedule was delayed approximately 1 month due to neighborhood meetings and slight plan modifications. Additional delay due to added scope of work with available City funds.
TP-2019-03	SRTS Jemtegaard Trail	Jemtegaard Trail will consist of an offsite trail system north of Jemtegaard Elementary to Sunset View Road where it will become a sidewalk which will connect to neighborhoods north of Sunset View Road.	Formal Sealed Bid	5/15/2020	9/22/2021	5/15/2020	12/15/2023	\$676,976.69	\$712,583.07	13% (DBE)	13.3% (DBE)	Schedule delay occurred due to final education and outreach billing. Work was to be performed by Washougal PD and due to staff turnover between PD and engineering, work was delayed. Additional costs came from modification of drainage ditch, added photo cell for lighting, added conduit across bridge structure for path lighting, and added pedestrian push button.
TP-2019-06	Advanced Traffic Management System	Project will create a communications link between the City's signal systems to Clark County and WSDOT to better manage traffic flow.	Interlocal Agreement	1/31/2023	3/1/2024	1/31/2023	In Progress	\$38,969.00	TBD	0%	0%	N/A
TP-2019-07	Hathaway Westside Connector Sidewalk	Additional neighborhood sidewalk that connect existing sidewalks at the westside of Hathaway.	Formal Sealed Bid	1/13/2020	3/9/2020	1/13/2020	3/9/2020	\$195,170.00	\$211,515.31	0%	N/A*	Added scope for boulder excavation, added pavement repairs, driveway restorations, and additional concrete curb repairs.
TP-2020-03	39th Realignment (Permit Center)	Realignment of intersection for increased sight distance and safety for turning movements.	Formal Sealed Bid	5/25/2022	6/1/2023	5/25/2022	3/17/2024	\$159,778.70	\$140,254.00	0%	N/A*	Schedule impacts due to final punch list weather impacts and utility delays with Ziply.
TP-2023-02	Evergreen Way Sidewalks 39th to 42nd	Evergreen Way Sidewalks 39th to 42nd	MRSC Small Works Roster Solicitation	7/27/2023	9/13/2023	7/27/2023	9/13/2023	\$300,000.00	\$167,380.00	0%	0%	Project limits decreased due to improvements by another project.
TP-2023-03	Downtown Sidewalk Improvements	Repair/replacement of existing sidewalks in the downtown core.	On-Call Contract	6/8/2023	8/10/2023	6/8/2023	8/10/2023	\$100,000.00	\$102,508.06	0%	0%	Existing drainage issue at ADA ramp that needed correction.
TP-2023-05	Columbia River Trail Lighting	Added bollard lighting to a portion of City owned trail for increased visibility and safety.	MRSC Small Works Roster Solicitation	8/11/2023	12/30/2023	8/11/2023	5/6/2024	\$200,000.00	\$126,116.02	0%	0%	Delay on bollard shipments and power connection as Clark PUD wanted to replace transformer.
WT-2019-06	Zone 6 Site Prep	Blasting and excavation of existing site to finished pad elevation for Future Zone 6 Reservoir.	DBB	10/24/2019	8/26/2021	10/24/2019	8/26/2021	\$350,385.00	\$350,385.00	0%	N/A*	N/A; project was on schedule and budget
WT-2020-01	Northside Z3 Reservoir	Construction of the Northside tank and Booster Station.	Direct Selection (Environmental Issue)	3/18/2020	9/2/2021	3/18/2020	9/2/2021	\$2,100,000.00	\$2,100,000.00	0%	N/A*	N/A; project was on schedule and budget
PK-2019-11	Steamboat Landing	New piles and complete replacement of existing dock and abutments / gangways	Formal Sealed Bid	11/14/2018	12/1/2020	11/14/2018	3/1/2020	\$1,129,024.58	\$1,357,293.10	0%	N/A*	Additional tree removal, kayak steps, gangway repairs, pile railings, and overlook repairs. Schedule delay for materials (3 months)
TP-2019-08	K Street Water Line and Sidewalk	New water main and services along K Street. Sidewalk install from J to K on 32nd, sidewalk 32nd to 34th on K.	Formal Sealed Bid	10/15/2018	1/4/2019	10/15/2018	1/4/2019	\$539,815.30	\$534,255.84	0%	N/A*	N/A; project was on schedule and budget

*City has not had the tools to track business participation until June of 2022. Although majority of projects did not have a planned percentage, we do incorporate language in our advertisements that encourage DBE opportunity. Currently, the City has business enterprises enrolled on their procurement site that notifies them of any public bid being released. Of the 1,010 companies enrolled in our procurement site 15.6% are DBE, 7.2% WBE, 5.5% MBE, 2.4% VBE, and 0.6% Native American Owned who get active updates on opportunities through the City.



City of Washougal 32nd Street Underpass Project

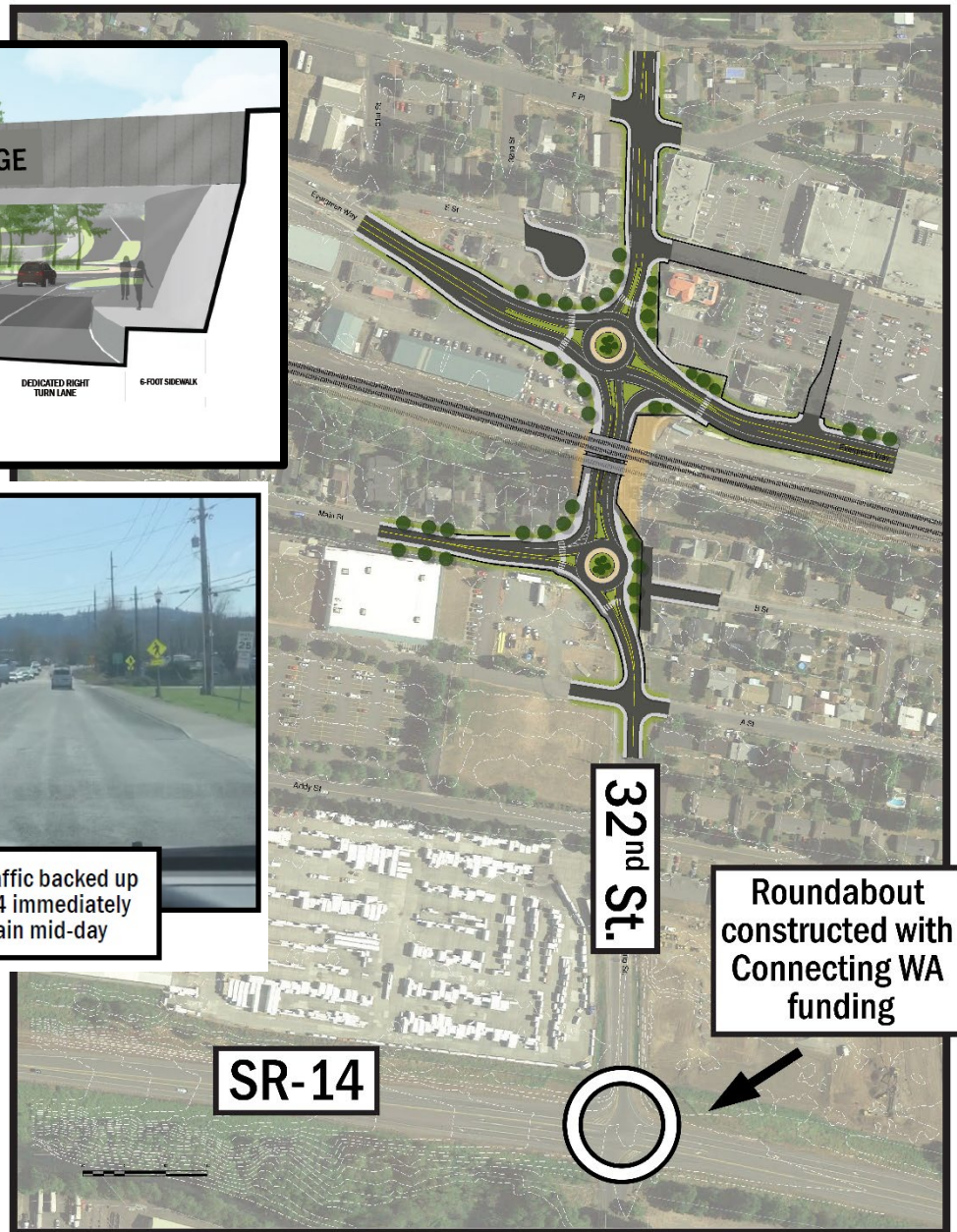
Project Visuals



BNSF Train blocking 32nd St. mid-day



32nd St. traffic backed up onto SR-14 immediately after train mid-day

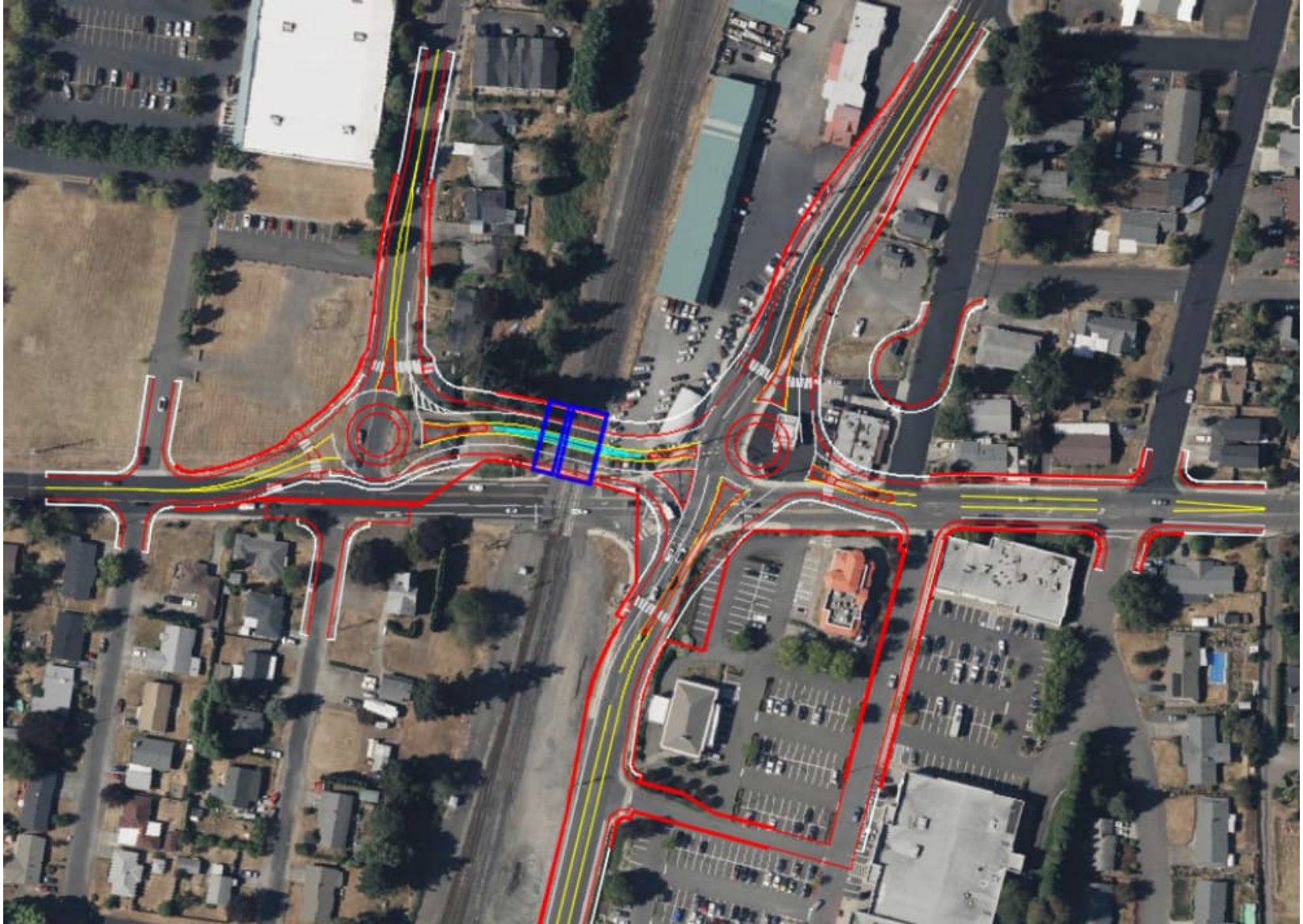


32nd St.

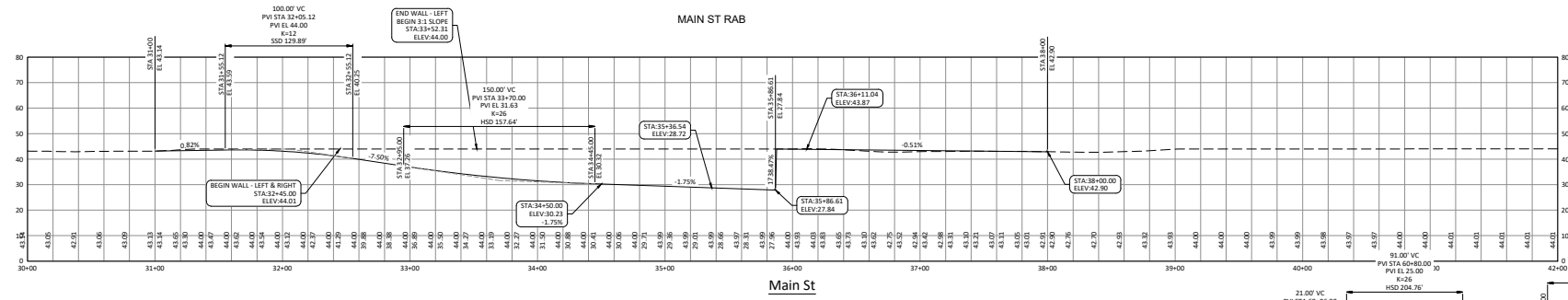
Roundabout constructed with Connecting WA funding

SR-14

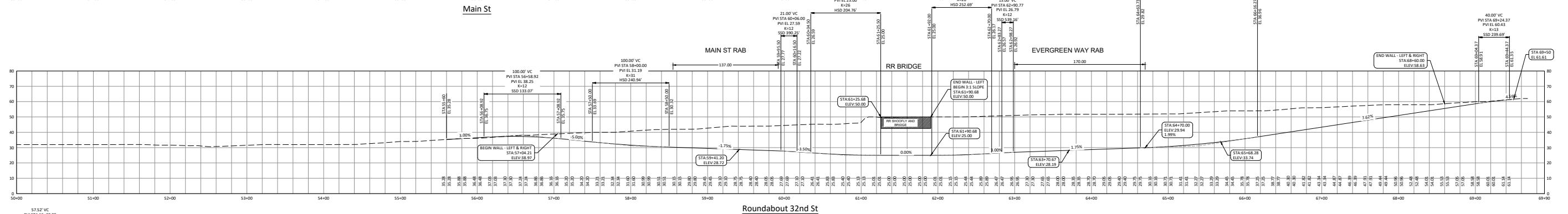
Attachment D
City of Washougal
32nd Street Underpass Project



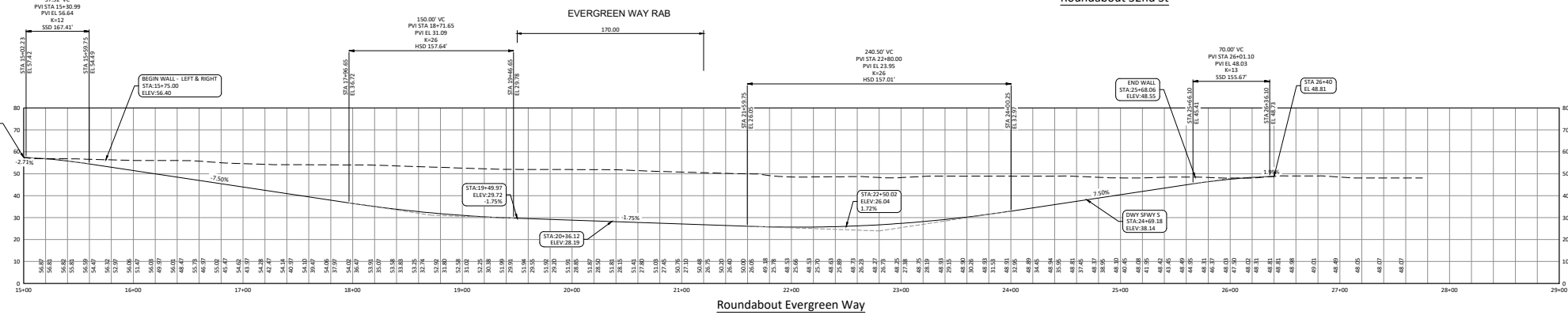
Roundabout
 MAIN St



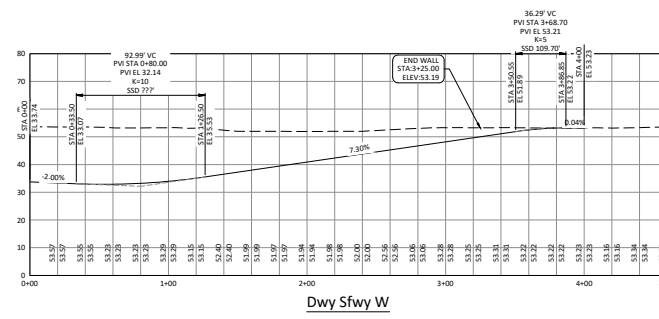
Bridge 32nd St



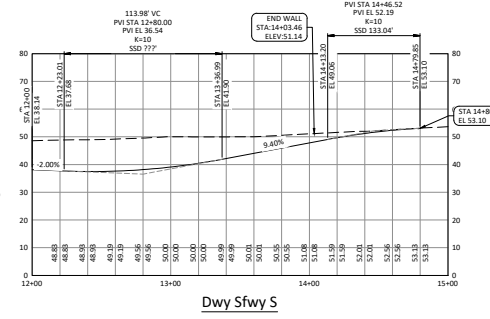
Roundabout
 Evergreen Way



Driveway Safeway W



Driveway Safeway S



GRADE SEPARATION NEAR 27TH AVE
 PROPOSED ROUNDABOUT AT 32ND ST AND MAIN, AND
 32ND AND EVERGREEN