

32nd St Underpass

Progressive Design Build Project Approval Application

09/26/2024



City of Washougal



THAXTON | PARKINSON PLLC

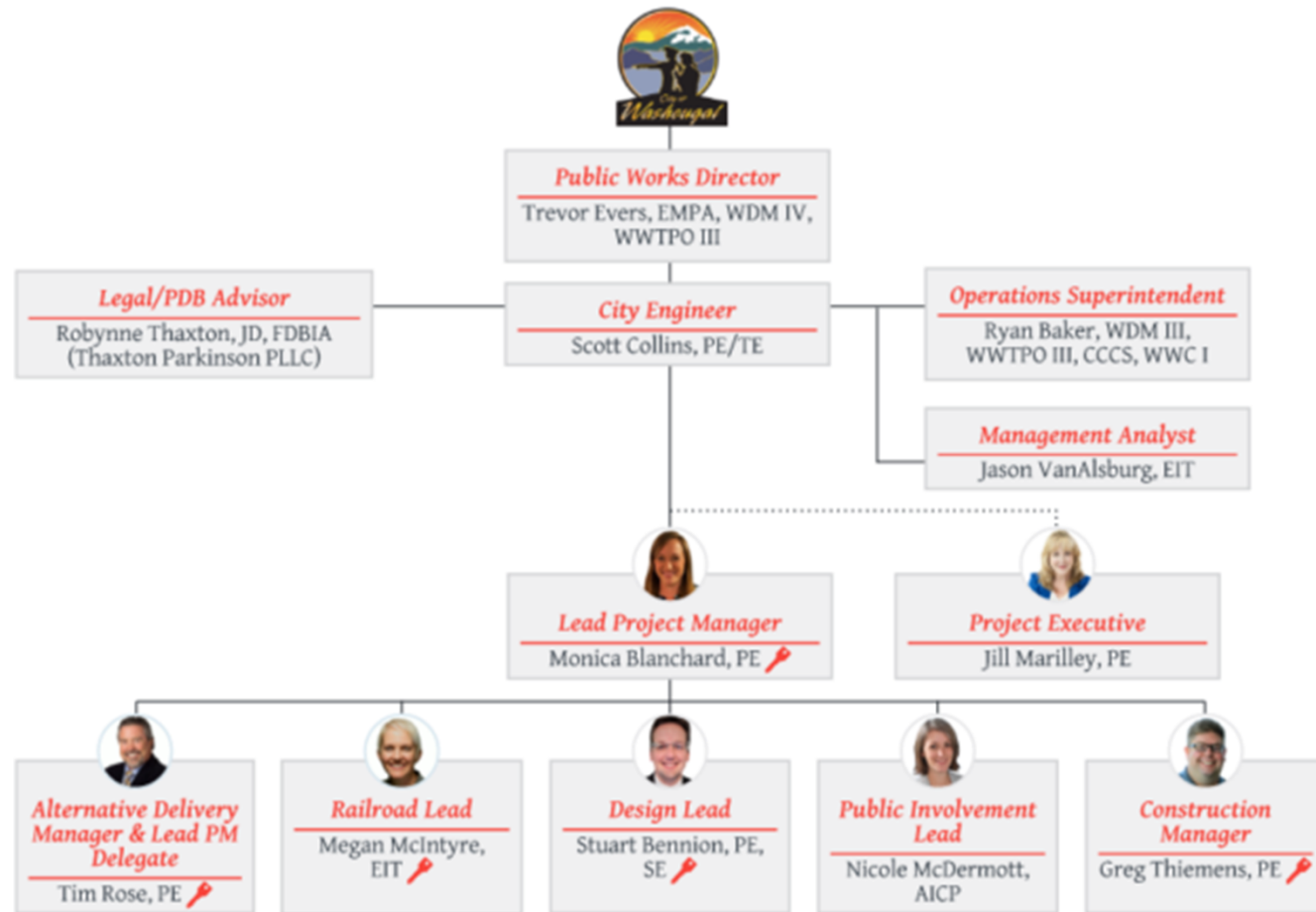
PROJECT MANAGEMENT

Name	Procurement	Pre-Con	Construction
Trevor Evers	5%	5%	5%
Scott Collins	50%	50%	50%
Ryan Baker	5%	10%	5%
Jason VanAalsburg	20%	20%	20%
Robynne Thaxton	10%	*	*
Jill Marilley	5%	5%	5%
Monica Blanchard	50%	50%	50%
Tim Rose	20%	20%	5%
Megan McIntyre	5%	10%	10%
Stuart Bennion	10%	20%	5%
Nicole McDermott	5%	5%	5%
Greg Thiemens	5%	10%	75%

*As needed



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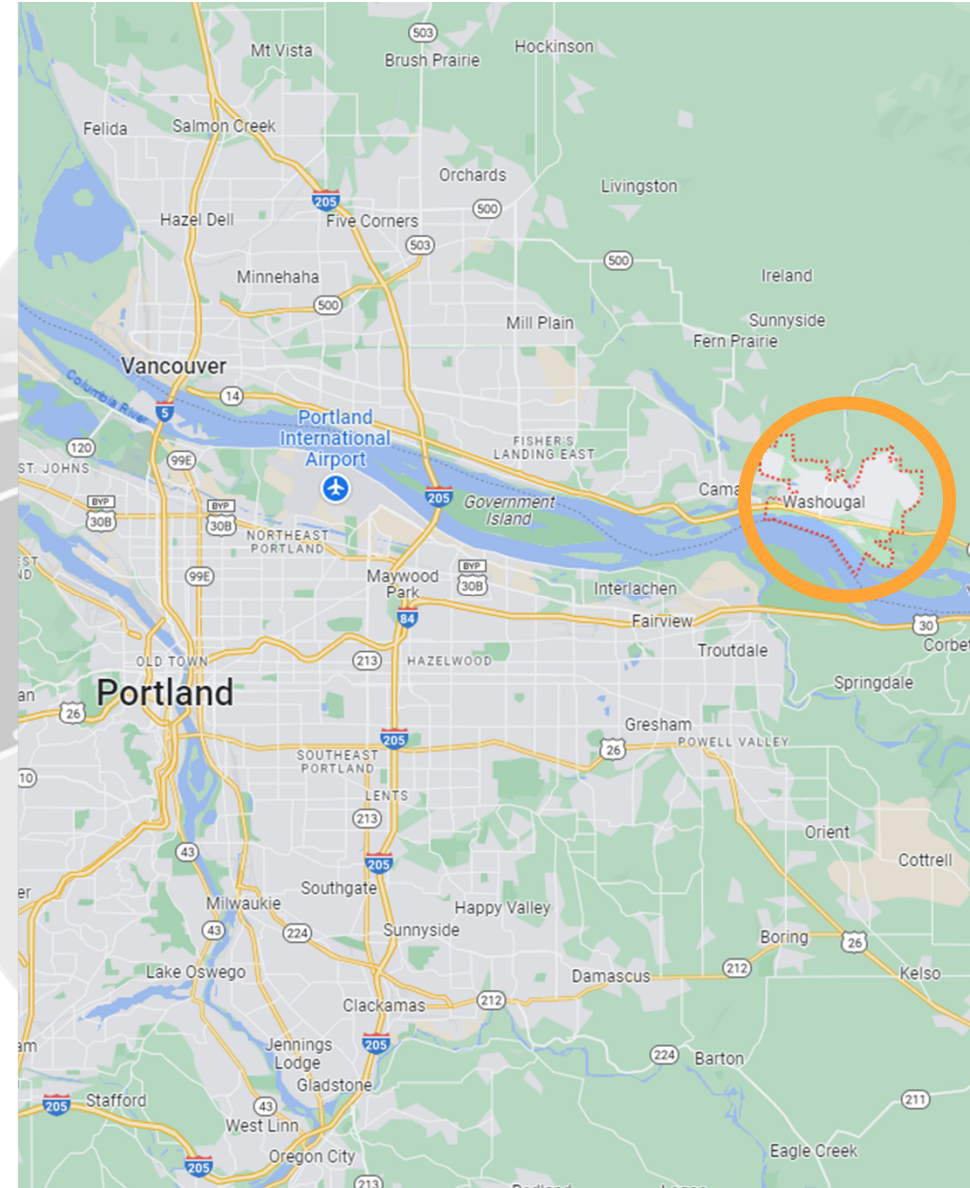


PROJECT LOCATION

- City located in southwest Washington on the Columbia River
- 17,390 residents
- Known as “Gateway to the Gorge”
- Lies 23 miles northeast from Portland, OR and 18 miles east of Vancouver, WA
- Occupies a total of approximately 5.7 square miles
- State Route 14 bisects the City
- Project near the intersection of 32nd Street and Evergreen Way



City of Washougal



PROJECT NEED

- Road/Rail conflict presents significant and continuing hazards for travelers along a critical north-south corridor
- Traffic delays due to train activity where traffic will back up onto SR-14, approximately 0.25 miles south of crossing
- High crash rate with 32nd being one of the most dangerous roadways in Washougal
- Hazardous intersection with lack of pedestrian/bike facilities and proximity of signal to rail crossing
- North-South connectivity barrier where 32nd is the only easterly arterial with access to SR-14 with critical resources nearby



BNSF Train blocking 32nd St. mid-day



32nd St. traffic backed up onto SR14 immediately after train mid-day





PROPOSED PROJECT

- Installation of rail undercrossing
- Roundabout installation at 32nd/Main and 32nd/Evergreen
- Intersection improvements at F Place, E Street, and A Street
- Sidewalk and multi-use path for pedestrians and bicyclists



PREPARATION FOR PROGRESSIVE DESIGN BUILD

- Training held for the City Staff and City Counsel
- Multiple sessions determining the appropriate delivery method
 - Extensive review of risks on the project
 - Review of benefits/risks of each delivery method
- Development of decision-making and issue resolution process



COST ESTIMATE VALIDATION

- Initial cost estimate above viable funding limit
- Industry outreach, potential design refinements, & potential construction approach modifications
- Revised preliminary cost estimate within viable funding limit
- PDB to validate cost during initial validation phase
- PDB provide innovated design & construction solutions to reduce cost & mitigate impacts



PROJECT COST & FUNDING

Category	Budgeted Cost
Costs for Professional Services (A/E, Legal etc.)	\$6-7M
Estimated project construction costs (including construction contingencies)	\$35-40M
Contract administration costs (owner, cm etc.)	\$3-4M
Contingencies (design & owner)	\$8-9M
Other related project costs (ROW,BNSF)	\$17-20M
Sales Tax	\$50-60K
Total	\$69-80M

- 63-73% Funded through USDOT Rail Crossing Elimination (RCE) Grant, Move Ahead Washington Funds, & 2023-2025 WSDOT Transportation Budget



PROJECT SCHEDULE

- **September 2024** PRC Meeting/Approval
- **October 2024** RFQ Advertisement
- **December 2024** Shortlist Finalized/Issue RFP
- **January 2025** Proposals Due
- **February 2025** Select PDB Team
- **March 2025** Preliminary PDB Services Start Anticipated
- **May-November 2027** Construction Start
- **July-December 2029** Substantial Completion



PROJECT MANAGEMENT & CONTROLS

WSP has extensive tools to provide support with:

- Managing the schedule
- Managing PDB contract through all phases
- Assuring transparency in the development of price, scope, and schedule
- Expertise in review of design submissions
- Expertise in quality management and control during all phases

Thaxton Parkinson will provide support with:

- Procurement and contract documents that have been used in transportation projects and vetted by industry
- RCW 39.10 compliance
- PDB Best Practices are followed
- Contract Milestones and Amendments are properly documented



PDB BACKGROUND & EXPERIENCE

Completion of PDB Projects under RCW 39.10.300

- 40+ projects in excess \$9 billion
- Nationally recognized expertise in PDB

Project Team's Delivery or Completion of Transportation Projects & Programs Using DB & PDB

- WSP is the GEC for WSDOT Interstate Bridge Replacement Program and Puget Sound Gateway Program, both include PDB
- WSDOT SR520 Floating Bridge & Landings (DB)
- UDOT US89 Farmington to I84 (PDB)
- WSDOT Fish Passage Projects (PDB)
- City of Wenatchee Confluence Parkway Project (PDB)



BENEFITS OF PDB

Specialized Construction Activities & Methodology

- Coordination of construction sequencing and phasing with BNSF & the City
- Complex Right of Way impacts
- Business & residential access constraints
- Complex drainage

Opportunity for Innovation & Efficiencies

- Early determination of feasibility
- Coordination with BNSF
- Drainage design & construction
- Constructability, cost and schedule input

Project Delivery Savings

- Early work packages, early material procurement & early ROW acquisition
- Staffing efficiencies

Public Benefit

- Efficiently manage construction costs during design
- Expedite procurement and construction timeline
- Cost effective risk allocation & mitigation



SUBCONTRACTOR & DBE STRATEGY

- Federal Rail Administration grant requires DBE commitments
- Pre-proposal meeting after release of RFP
- RFQ will request past performance with MWSV Businesses
- RFP will request specific inclusion plans for both design and construction
 - Strategies for MWSV outreach
 - Support for MWSV businesses
 - Right sizing design and construction packages
 - Assistance with certification
 - Plan for achieving DBE/MWSV participation goal
 - Use of PDB to maximize participation opportunities



QUESTIONS

