

US101/SR109 Grays Harbor/Jefferson/Ciallam – Remove Fish Barriers

Progressive Design-Build Project Approval Application
March 26, 2020

Chris Christopher, P.E.
Director of Construction Division
State Construction Engineer

Steve Roark, P.E.
Director of Development Division
State Design Engineer

MaryLou Nebergall, P.E.
Olympic Region ARA for Construction

Ricky Bhalla, P.E.
Olympic Region Assistant Construction Engineer

Agenda

- ❑ Introductions
- ❑ WSDOT's DB Background (Chris Christopher)
- ❑ Fish Passage Injunction (Steve Roark)
- ❑ Project Overview (MaryLou Nebergall)
 - ❑ Project Schedule
- ❑ Design-Build Qualifying Criteria (Ricky Bhalla)
 - ❑ A – Fiscal Benefit and Traditional Delivery not Practical
 - ❑ B – Qualifying Criteria
 - ❑ C – Public Body Experience and Project Delivery Knowledge
 - ❑ D – Construction Personnel Independent of DB Team
- ❑ Response to PRC Questions

Design-Build Background

- WSDOT currently has Design-Build Authority - RCW 49.20.780 and RCW 47.20.785
 - Competitively Bid
- Design-Build Delivery History (Since 2001)
 - 37 Design-Build contracts completed
 - 15 additional projects under procurement or construction
 - Total contract value \$6.2 billion
 - Major Design-Build Projects
 - Tacoma Narrows Bridge
 - Alaskan Way Viaduct – Bored Tunnel
 - SR 520 Floating Bridge and Landing
- Requesting approval to administer a Progressive Design-Build project under RCW 39.10

Federal Court Injunction

WSDOT has about 2,000 fish barriers statewide.

Correcting barriers helps open up habitat to allow fish at all life stages to access important spawning and rearing habitat.

Area Covered by Injunction



Approximately 1,000 barriers subject to the Federal Injunction as of June 2018

~413 barriers with significant habitat address 90% blocked habitat must be addressed by 2030

An additional 588 must be corrected at the end of the structure's life, or as part of a transportation project

Approximately 70 barriers removed through 2019 construction season

Fish Barrier Project Examples

Before Construction



After Construction

Gribble Creek



Before Construction



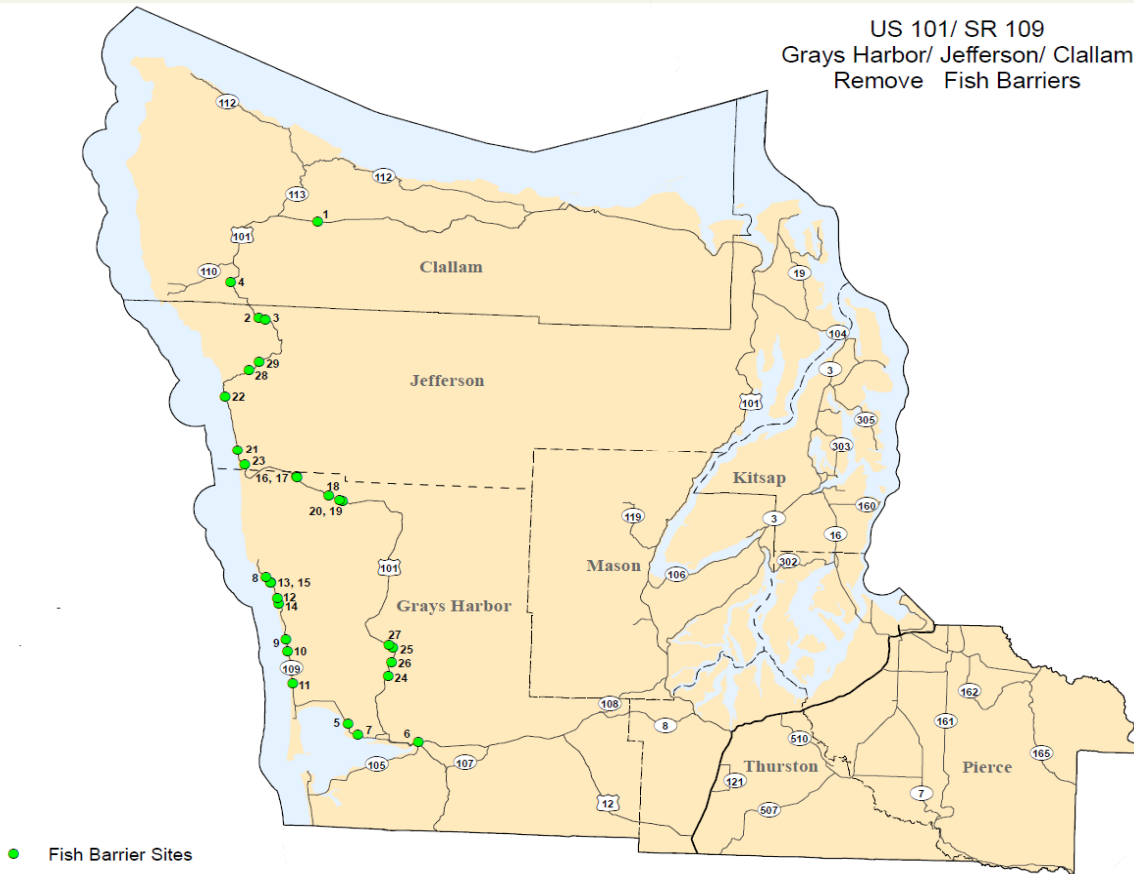
After Construction

Pilchuck Creek



Project Overview

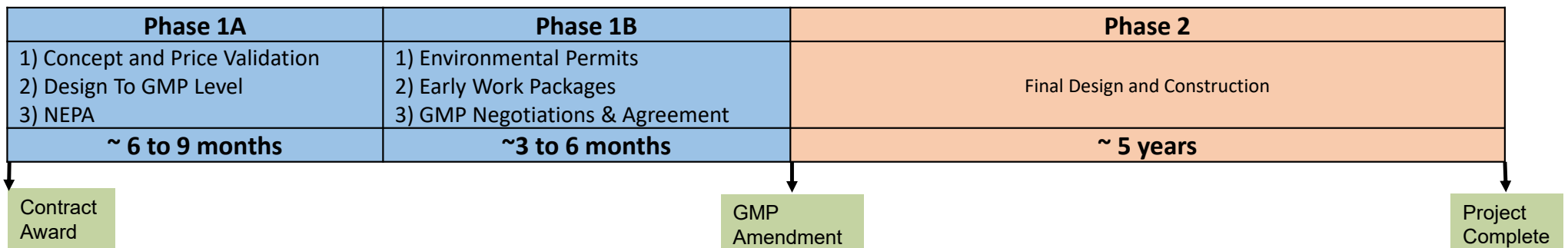
US 101/ SR 109
Grays Harbor/ Jefferson/ Clallam
Remove Fish Barriers



- 29 Fish Barrier Locations
- Located in three different counties
- Close Proximity
- Project Budget: \$190 Million

Project Schedule

Progressive Design-Build Advisor Selection and NTP	February 2020
Project Review Committee Meeting/Approval	March 26, 2020
Independent Cost Estimator Selection	May 2020
PDB – RFQ Advertisement	June 2020
Finalize Shortlist / Issue RFP	August 2020
Select DB Team	October 2020
Phase One - Notice to Proceed	November 2020
PDB - Preliminary Services Phase One (~60%)	Nov. 2020 – Nov. 2021
Final Design and Construction Phase Two	November 2021 – December 2026



HOW PROJECT MEETS DB CRITERIA

Why Design-Build Project Delivery?

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

- ✓ Delivery Schedule – Traditional Method Not Practical
 - Faster Procurement and Project Delivery
 - Streamlined Environmental and Permitting
 - New delivery tool in fish passage program

- ✓ Fiscal Benefit
 - Risk Sharing Approach reduces change order and claims
 - Early construction packages and material procurement

B. Project Meets Qualifying Criteria (RCW 39.10.300)

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(RCW 39.10.300)

- ✓ **1. The construction activities are highly specialized and a DB approach is critical**
 - Short Construction Windows
 - Environmentally Sensitive Locations
 - Significant Community Impacts

- ✓ **2. The projects selected provide opportunity for greater innovation or efficiencies**
 - Bundling Efficiencies
 - Innovation Through Collaborative Approach

- ✓ **3. Significant savings in Project Delivery Time would be realized**
 - Staffing – Leverage Industry Resources
 - Reduced delivery time with a large bundle
 - Streamlined Environmental and Permitting

Meets all three criteria

C. Public Body Experience

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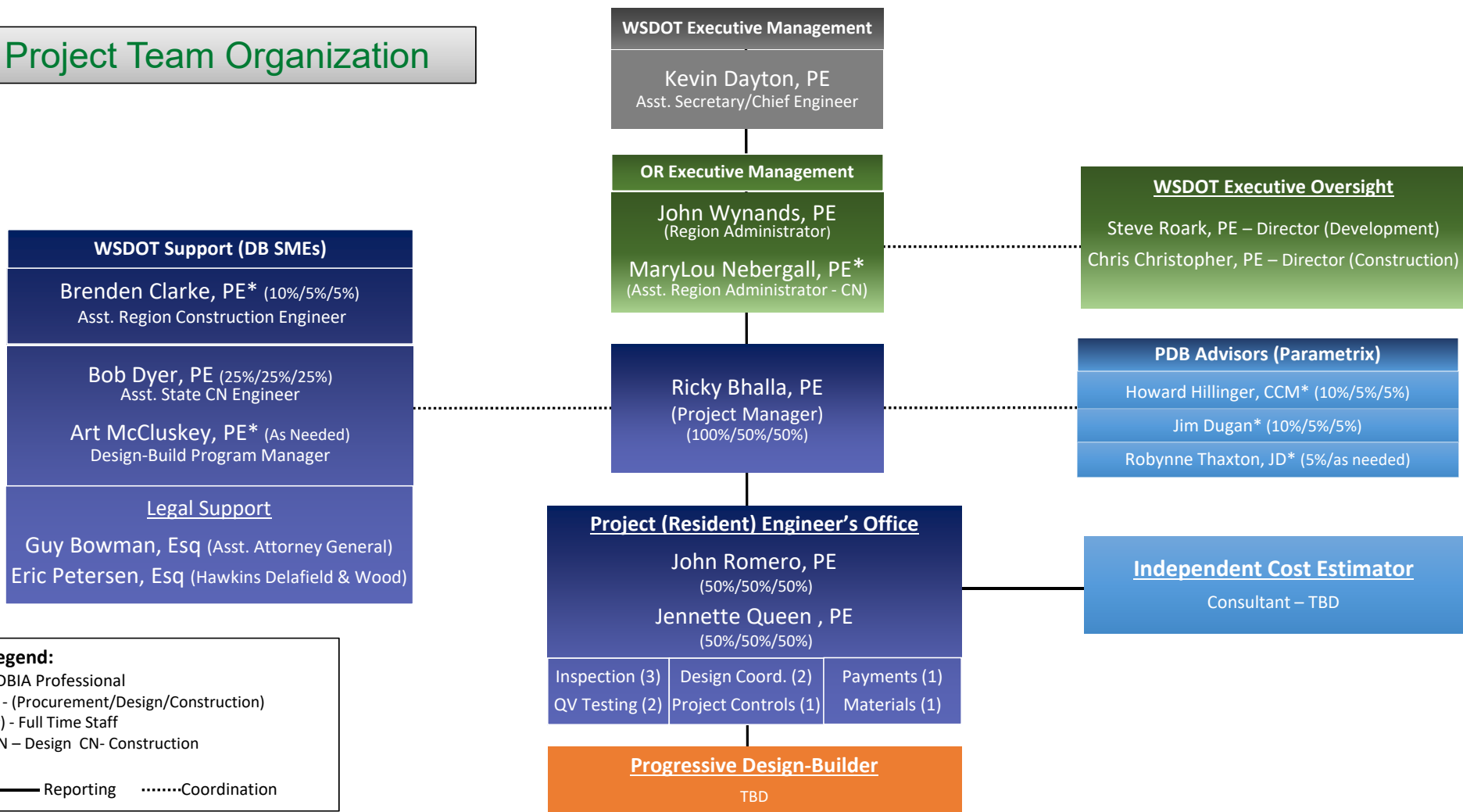
1) Project Delivery Knowledge and Experience

- Strong Design-Build Delivery History
 - Total contract value \$6.2 billion
- DBIA Certified Training Program
 - Over 800 staff trained
- Documented DB Processes
 - WSDOT DB Manual
- RCW 39.10 Delivery Experience
 - Seattle Multimodal Terminal at Colman Dock Project – Heavy Civil GC/CM (negotiated construction)
- Progressive DB Advisors
 - Parametrix (Project Delivery) – 20+ projects
 - Hawkins Delafield & Wood (Legal) – 10+ Projects

C. Public Body Experience

2) Sufficient contract administration personnel with construction experience

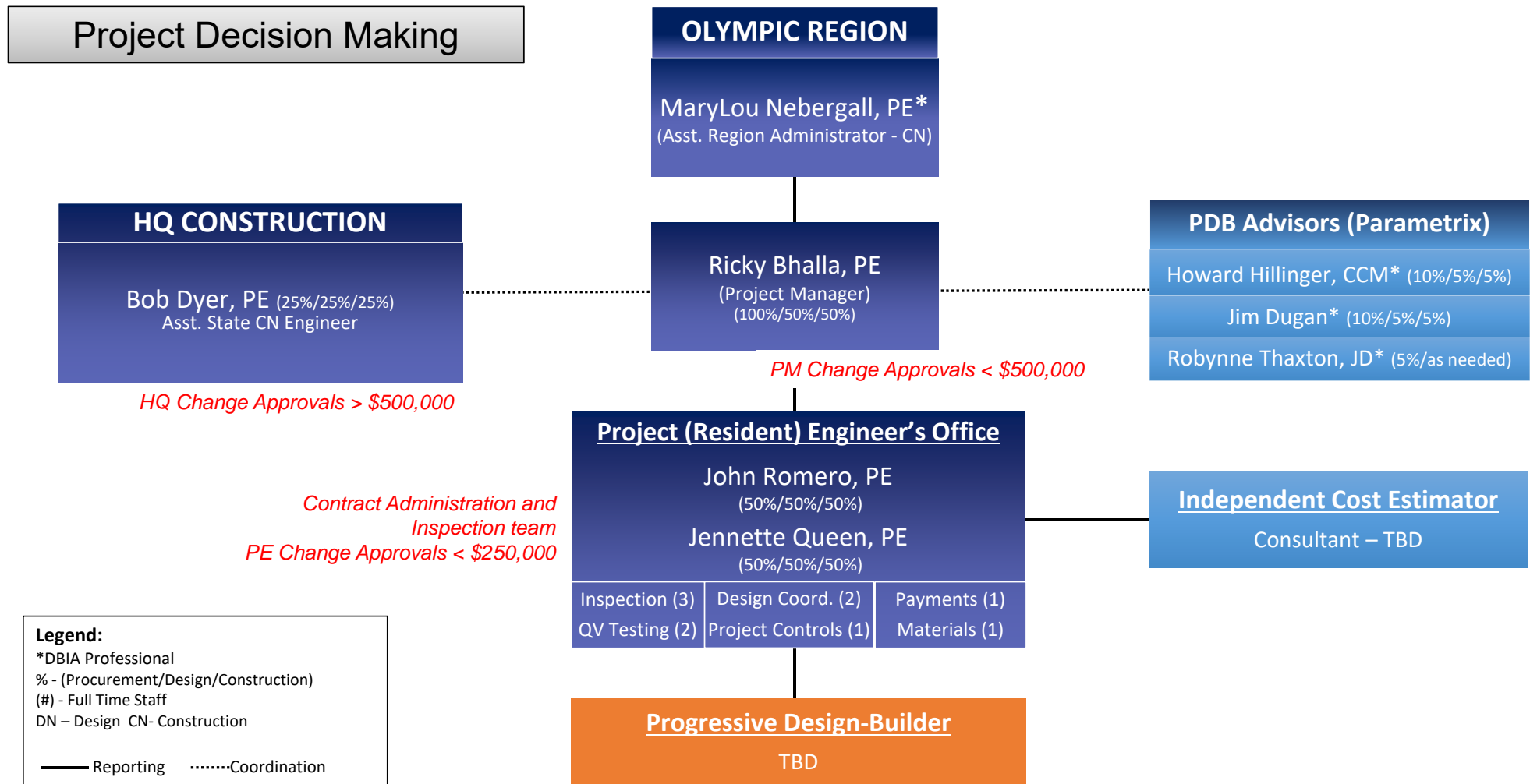
Project Team Organization



Legend:
 *DBIA Professional
 % - (Procurement/Design/Construction)
 (#) - Full Time Staff
 DN – Design CN- Construction
 — Reporting - - - - - Coordination

C. Public Body Experience

3) Written management plan with clear & logical lines of authority



C. Public Body Experience

4) Necessary & appropriate funding and time to carry out the project

Project Budget

Costs for Professional Services (A/E, Legal etc.)	\$ 3,000,000
Estimated project construction costs (<i>w/o construction contingencies</i>) ¹ :	\$ 140,000,000
Construction Contingencies (5% minimum):	\$ 7,000,000
Equipment and furnishing costs	N/A
Off-site costs	N/A
Contract administration costs (owner, cm etc.)	\$ 15,000,000
Contingencies (Preconstruction)	\$ 10,000,000
Other related project costs (briefly describe)	N/A
Sales Tax	\$ 15,000,000
Total	\$ 190,000,000

¹ Most of the design services will fall under the PDB contract and their costs are included in this amount.

Project Schedule

June 2020 to December 2026

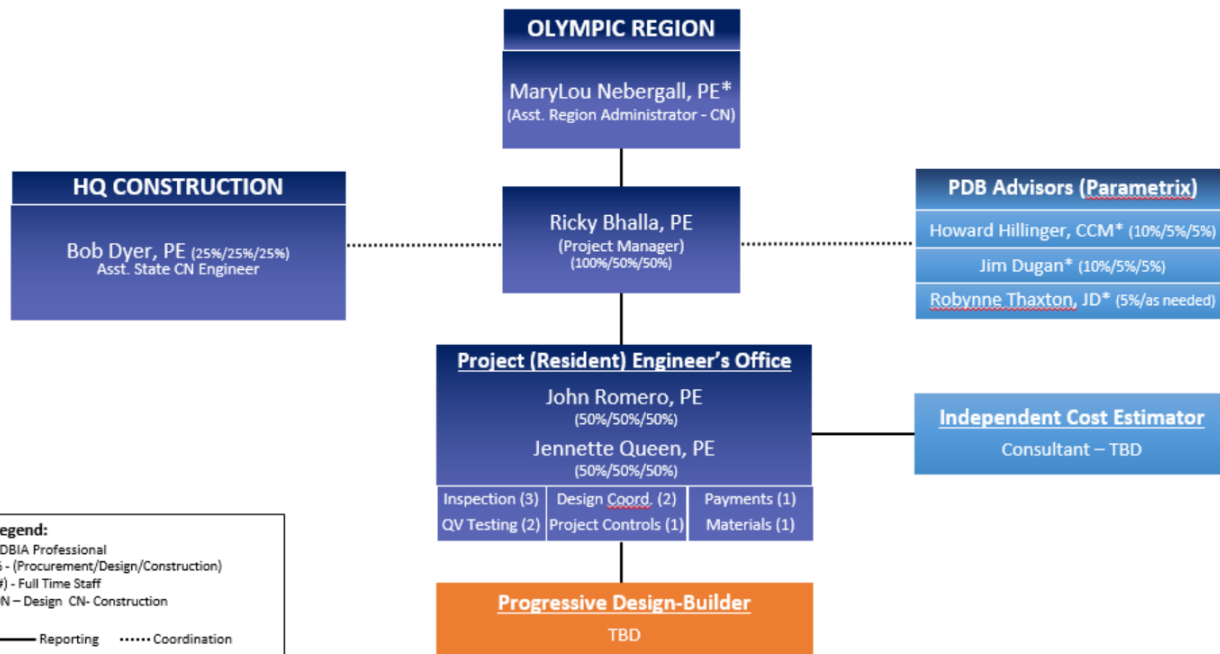
Procurement - 6 Months

Phase 1 (Preliminary Design to GMP) - 12 to 15 Months

Phase 2 (Final Design and Construction) ~ 5 years

C. Public Body Experience

5) Continuity of project management team with project type & scope experience



Project Management Team

- Core project team will be involved throughout the project
- Demonstrated fish passage and DB experience
- Parametrix involved through all phases to provide PDB experience

C. Public Body Experience

6) Necessary & appropriate construction budget

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Construction Budget

- Construction estimate based on similar culvert sites and sizes
- Includes 5% construction contingencies
- Includes \$10M preconstruction contingencies for scope definition
- Fish passage program (\$3B+) provides budget flexibility

C. Public Body Experience

6) Necessary & appropriate construction budget

Project Budget

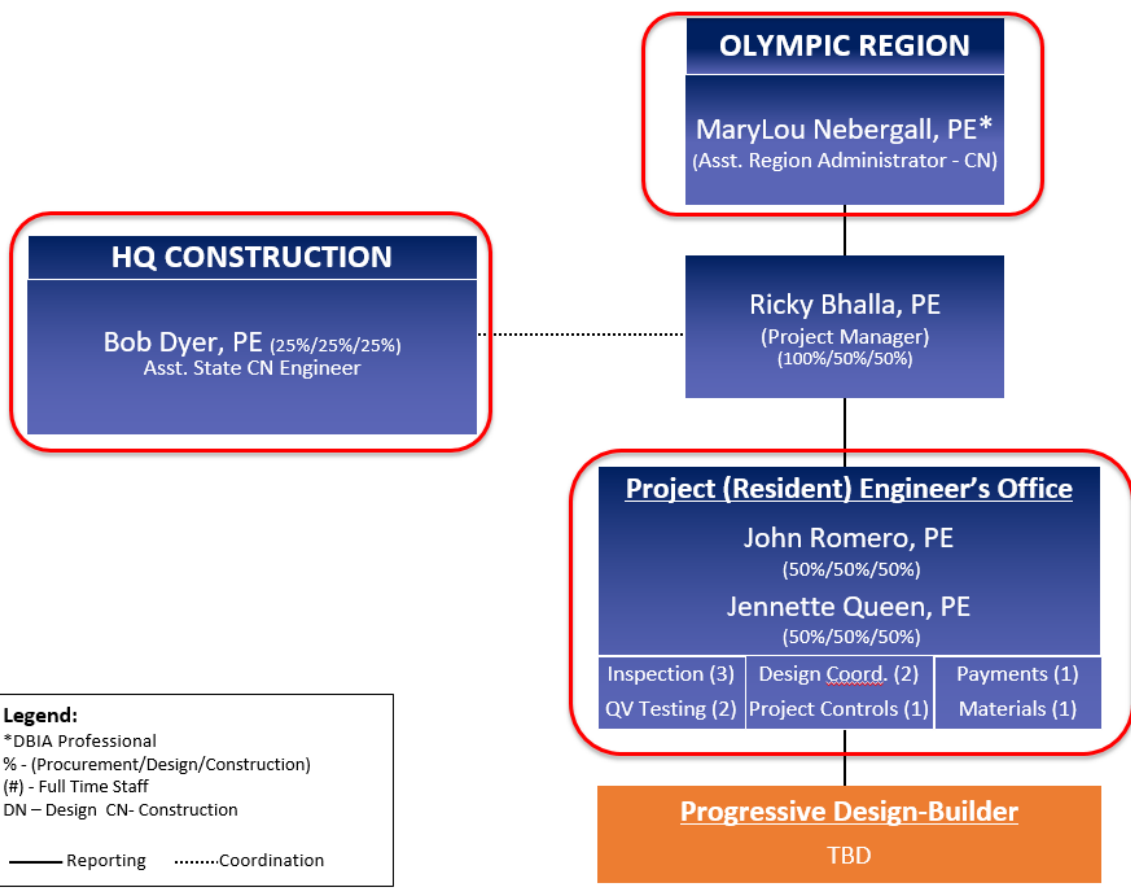
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D. Construction personnel independent of the DB team (Knowledgeable in DB process & capable to oversee & administer the contract)



Contract Administration

- Project (Resident) Engineer's Office
 - Project Engineer – John Romero
 - Assistant PE – Jeannette Queen
 - 10 staff
- Region Construction support
- HQ Construction support
- *All knowledgeable and experienced in DB process*

PRC Committee Questions & Responses

Question 1: Regarding the funding status given on Page 2 of 16, does I-976 change anything?

No. Due to the federal injunction, fish passage remains a high priority and the legislature has included \$726 million for fish passage in 2021-2023 biennium. This project is now fully funded.

Question 2: Regarding the description of the procurement process on Page 10 of 16, how are WSDOT projects advertised?

WSDOT advertises its projects through its Contract Ad and Award site and in the Daily Journal of Commerce. WSDOT also sends advertisement notices of its construction contract opportunities and contractor bulletins through GovDelivery notification system. WSDOT's Design-Build projects also include a pre-advertisement notice with important project information through its Contract Ad and Award site.

PRC Committee Questions & Responses

Question 3: In the organization chart shown in Appendix C, please explain why only a 50% level of effort during design and construction is shown for the main participants on such a large project.

After procurement, John Romero and his staff will be responsible for managing day to day coordination and many of the project management responsibilities. John's office has a staff of 15 to 20 employees that also deliver other smaller design and construction projects. We anticipate that at least 50% of John and Jennette's (Assistant Project Engineer) efforts would be spent on this project, but will be higher at times depending on the demands of the project. We believe that we have estimated the right allocation of resources but have the ability to adjust, if needed, to ensure timely submittal reviews and project decisions. This project is a high priority for WSDOT and Olympic Region and we are committed to allocating whatever resources are necessary for project success. Ricky Bhalla will continue to be fully engaged and this project will be his highest priority. He will put in the necessary effort to ensure successful delivery of this project.

Question 4: In Appendix E, can you provide more detail on the cost growth of Project No. 10?

The cost growth to date has been the result of higher than anticipated contaminated soil removal costs and from a miscalculation of sales tax during procurement.

Question 5: Will honoraria be paid?

Yes, the honoraria will be paid to the firms selected to provide a proposal. The amount is yet to be determined and will be based on the anticipated level of effort from the proposers.

Questions ?