

WSDOT Projects

Capital Projects Advisory Review Board

Chris Christopher – Construction Division Director
March 18, 2024

Roger Millar, Secretary of Transportation

Mike Gribner, Deputy Secretary of Transportation

37 (25) Prior to initiating new advertisements or requests for
38 qualifications for the following projects: SR 9/Marsh Road to 2nd
39 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US

4 WSDOT Projects

- CPARB to provide recommendations on procurement method
- WSDOT to use flexibility in structuring those procurements to ensure a high degree of success that bids come in at or below the engineer's estimate (EE)
- If bids/proposals come in more than 5% above the EE, WSDOT must report to the JTC, then pause award and execution

1) SR 18 Widening – Issaquah/Hobart to Raging River
Phase 1

Recommendation due July 1, 2024

- 2) SR 9/Marsh Road to 2nd St Vic
- 3) SR 526 Corridor Improvements
- 4) US 395 North Spokane Corridor

Recommendations due Dec 1, 2024

Code Rev/AI:akl

125

S-5707.1/24

1 395 North Spokane Corridor (M00800R), and SR 18 - Widening -
2 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital
3 projects advisory review board shall review the planned procurement
4 methods for these projects. The board shall provide recommendations
5 on procurement methods to the office of financial management, the
6 department, and the transportation committees of the legislature for
7 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and
8 M00800R by December 1, 2024. After the board provides
9 recommendations, the department may initiate new advertisements and
10 requests for qualifications, incorporating the recommendations as
11 appropriate.

12 The department shall structure the advertisements, requests for
13 qualifications, and requests for proposals, for projects referenced
14 in this subsection, in a manner that provides a high degree of
15 certainty that bids come in as expected according to engineer
16 estimates made through the cost estimate valuation process. The
17 department may request bid offers with alternatives for components of
18 a larger project so that the department may present to the
19 legislature modified options for projects to minimize project delays
20 and stay within appropriated funding resources. If alternatives
21 provided are at or below the engineer estimates, the department may
22 proceed with the project award.

23 If bid proposals exceed engineer estimates by more than five
24 percent or \$10,000,000, the department shall report this information
25 to the transportation committees of the legislature within two weeks
26 of receiving the bid proposals, and pause award and contract
27 execution.

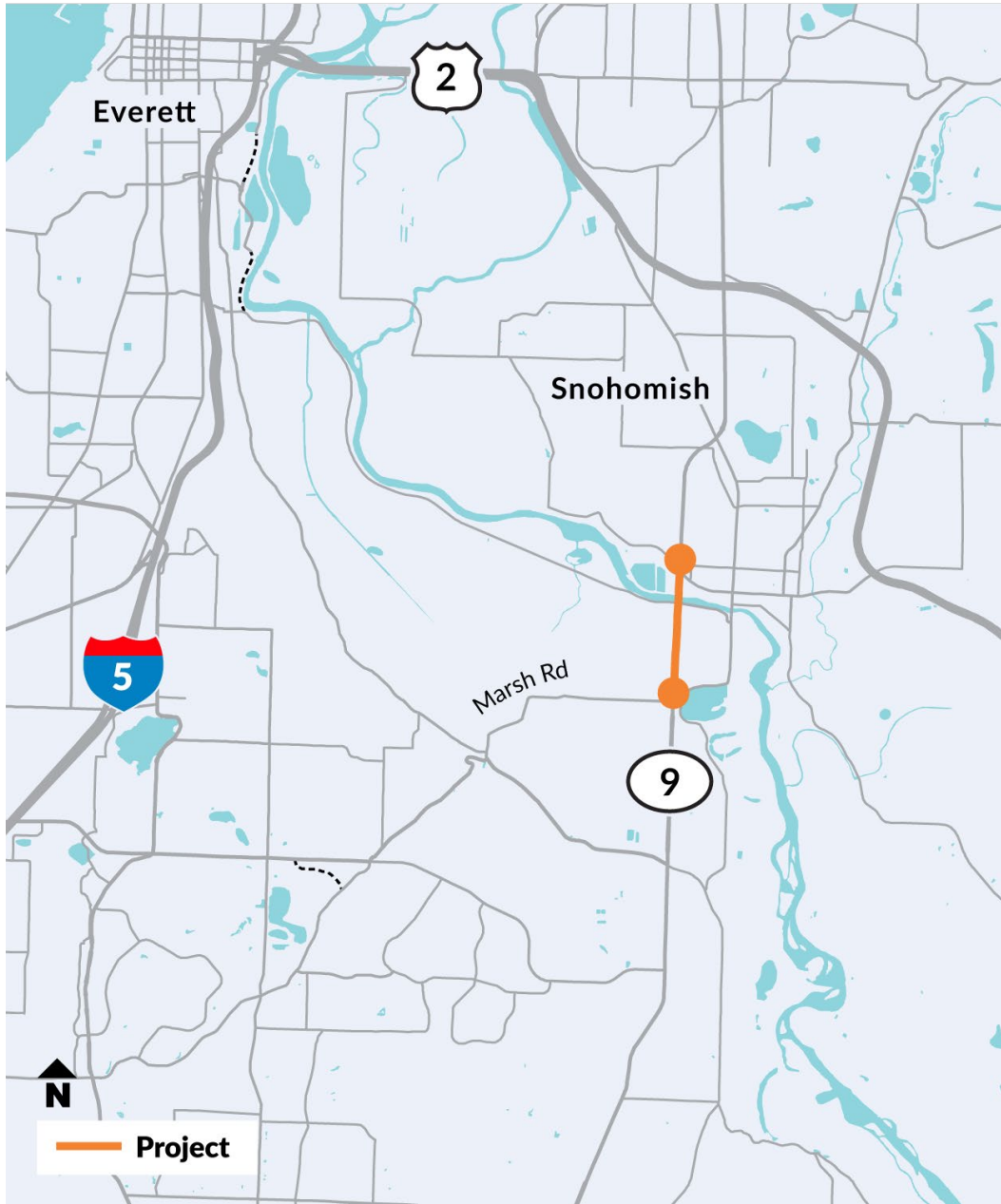
1) SR 18 Widening – Issaquah/Hobart to Raging River - **Phase 1**



Phase 1 includes:

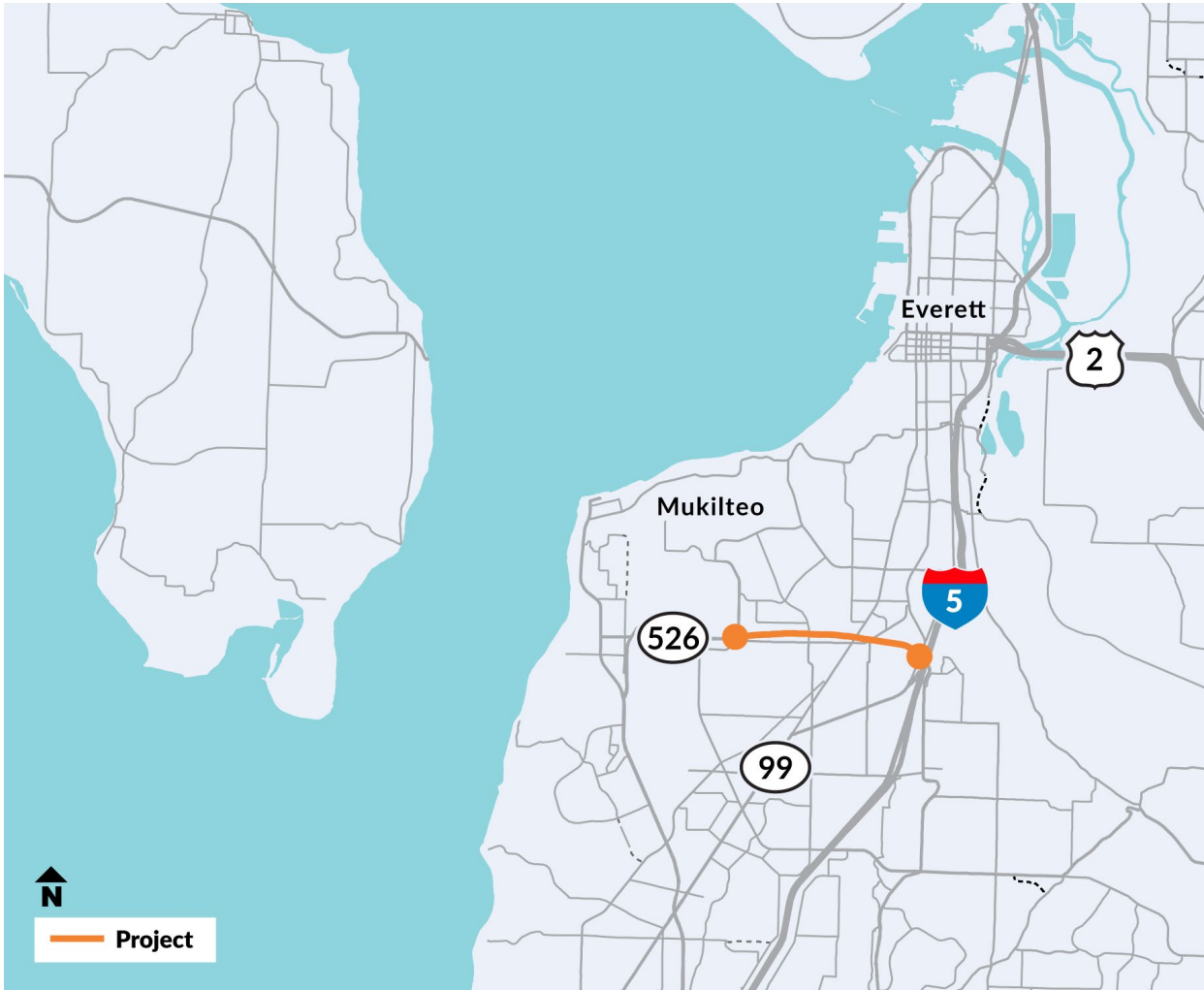
- Tiger Mountain Summit to Deep Creek - 4 Lanes, Divided
- Roundabouts at SR 18/Issaquah Hobart
- Currently slated to be **Design-Build**
- Current EE: \$443m
- RFQ Date: 8/01/24
- RFP Date: 11/22/24
- Best Value Proposal: 6/11/25

2) SR 9/Marsh Road to 2nd St Vic



- Widening SR 9 from 2 lanes to 4 lanes, including several bridge structures
- Currently slated to be **Design-Bid-Build**
- Current EE: \$100m
- Current Ad Date: 8/26/24

3) SR 526 Corridor Improvements



- Widening 1 lane on SR 526 from Evergreen Way out to I-5
- Currently slated to be **Design-Bid-Build**
- Current EE: \$34m
- Current Ad Date: 9/16/24

4) North Spokane Corridor

Project	Ad Date	Delivery Method	Engineers Estimate	General Description of Scope
US395/NSC Sprague Ave to Spokane River Stage 3	7/15/24	DBB	\$ 93 M	Twin elevated Structures Between Sprague Ave and Alki Ave.
US395/NSC Sprague Ave to Spokane River Stage 2	11/18/24	DBB	\$185 M	Trent Ave Interchange, twin elevated bridges between Alki and Mission

The projects below were originally planned for Design-Build but a revised PDMSG effort in Jan 2024 resulted in conversion Design-Bid-Build. These projects are in the process of being converted in TEIS. Titles, ad dates and Engineers Estimates are approximate.

US395/NSC I-90 to Sprague Stage 1	~12/25	DBB	\$61 M	Hamilton to Thor local street connections and ramp structures.
US395/NSC I-90 to Sprague Stage 2	~04/26	DBB	\$74 M	NSC/I-90 Interchange structures
US395/NSC I-90 to Sprague Stage 3	~08/26	DBB	\$51 M	Freya to Sprague I/C local street connections and ramp structures
US395/NSC I-90 to Sprague Stage 4	~01/27	DBB	\$64 M	NSC/I-90 Interchange structures