

## **Minutes for WSDOT/AGC/ACEC Design-Build Team:**

### **Attendees:**

Jeff Carpenter	WSDOT-HQ
Patty Lynch	WSDOT-HQ
Rick Smith	WSDOT-HQ
Bruce Dibert	WSDOT-UCO I-405
Kim Henry	WSDOT-UCO I-405
Steve Quinn	WSDOT-UCO GEC
Bruce Dibert	WSDOT-UCO I-405
Brian Nielsen	WSDOT-UCO I-405
Jody Alseth	WSDOT-UCO
Cathy Nicholas	FHWA
Don Petersen	FHWA
Janiece Thoreson	Mowat
Tom Zamzow	Wilder
Max Kuney	Max J. Kuney
Steve Sabol	Parsons
Scott Sawyer	Entranco

The meeting included, eventually, brief introductions from the team members.

### **I-5 Everett HOV Update**

The SR 5 – SR 526 to Marine View Drive HOV project was briefly discussed. The project funding, as specified in the recent legislative supplemental budget includes \$16 Million in the 03/05 biennium, \$110 million in the 05/07 biennium and \$88 million in the 07/09 biennium.

The project is described as a \$238 million project with construction beginning in 2008.

Construct HOV lanes in each direction on I-5 between SR 526 and Marine View Drive, build auxiliary lanes between 41<sup>st</sup> Street interchange and US2, and move the Broadway off-ramp to the right side. There are currently 6 to 8 lanes. There will be 8 to 10 lanes when this project is completed.

At this time, all options are on the table for project size, development strategy, and the type of contract utilized to deliver the project. Once these options are addressed we'll share what we know.

## **UCO Project Updates:**

Currently, UCO remains focused on both the Nickel projects as well as being ready for RTID funding.

Kirkland Stage 1 is scheduled to be awarded in 2006

Bellevue is scheduled to be awarded in early 2007

So. Renton/Tukwila is scheduled for late 2008

The Kirkland, Stage 1 project is, at this time, slated for design-build. UCO has a desire to develop the next generation of WSDOT design-build contracts and test it out prior to entering into larger scaled design-build contract (subsequent nickel projects as well as RTID projects). UCO is committed to delivering this project in the fastest manner possible. As the funding for construction will not be available until the 05/07 biennium they may opt to transfer this back to design-bid-build.

Bellevue Direct Access and the South Renton/Tukwila segments are still slated for design-build.

## **WSDOT Design-Build Program updates:**

WSDOT made a trip to Oregon recently to discuss their design-build approach. The specific area of focus was on the environmental permitting approach for design-build. Oregon has had better success than WSDOT's environmentalists predict in obtaining permits with limited design. Oregon is currently working towards a programmatic permit which will cover several hundred bridges to help it deliver a very aggressive legislative bridge replacement funding package.

WSDOT is also working towards a second presentation to environmental agencies regarding our design, construction compliance, and end product strategy as it relates to environmental issues. WSDOT is in the process of incorporating comments and developing this strategy. There should be more information regarding this issue at the meeting in April.

## **Issues Tracking Database**

The Issues Tracking Database was shared with the team. This tracking database was established for WSDOT to track issues as they arose and ensure that the answers were adequately documented for future projects.

The AGC/ACEC Team has been incorporated into this document. It was agreed that this issues database would be an acceptable method for the team to address concerns.

The issues on this are not limited to WSDOT. If anyone on the team has an issue/concern they should contact Jeff Carpenter at 360.705.7804 or at [carpenj@wsdot.wa.gov](mailto:carpenj@wsdot.wa.gov) to have an issue included within the database.

An FHWA check-box will be added to the reporting sheet.

A list of the issues which are marked with the AGC Team interest are:

Subcontract limitation – should it be kept at 70% maximum?  
How would a designer as a prime work?

**FHWA Division will check on how this requirement is addressed in other states**

Design subcontracting – Should the sub-subconsultants be limited?  
Who is the “Engineer of Record”?  
How should WSDOT track subconsultants?

Mike Rice, from Consultant services will be contacted to find out what specific needs are included in subconsultant agreements

There was considerable discussion with regard to why WSDOT would need this information.

Material Price Adjustment Should WSDOT include fuel/asphalt adjustments?

WSDOT has not included this on prior contracts. This has potential for VERY LARGE projects which could extend over several years.

FHWA will forward a sample AASHTO Guide specification for review.

What would be the likely benefit to the contract for this?

Performance bonds Can WSDOT modify/reduce from full amount?

*This will be a significant issue on larger projects. A \$200 million contract is on the upper end of the limit for bonding.*

Payment bonds Should a payment bond be included?

*A payment bond would be used in lieu of a retainage bond. After some discussion it was agreed that this would be a*

Net Worth Requirement      Should a Net Worth requirement be included in the evaluation?

*The AGC felt strongly that this was already addressed through WSDOT prequalification. The recommendation is to leave it out of the scoring process.*

OCIP	Should OCIP be included?
CCIP	Should CCIP be used on larger projects?
Insurance	What insurance requirements be WSDOT require?
Deficient work	How will deficient work be addressed under contract?
Max Payment Curve	Will WSDOT use?
Mobilization	Should mobilization be included separately?
Demobilization	Should WSDOT hold a portion of mobilization to the end?
Retainage	Can partial releases be allowed?
Differing Site Conditions?	Should WSDOT require an allowance?
Delay Damages	Does WSDOT wan to share in the risk (liq damages)
Alternate solutions	Does WSDOT want to take optional bids?
Alternate configurations	Does WSDOT want to take ownership?
Oral proposals	Should be include?
Upset price	Should WSDOT include an 'upset price'
BAFO	Should WSDOT incorporate negotiations into proposal process?
Cash Flow Curve	Does WSDOT want a cash flow curve? (constrained by max payment curve).
Courtesy Patrol	Should this be included?
ITS	Does WSDOT want to dictate ITS parameters to DB or stick with performance specs
Incident Management	Require an incident management workshop with local, state and contractor personnel?
Contract Size	How will MAJOR projects be broke up?
Net Worth	Combined net worth in order to bid?
Task Forces	Should WSDOT require task forces
Review Time Period	14 day review period is too short (for WSDOT?)
Construction at risk	DB control of this may create conflict between WSDOT and local/resource agencies. Middle ground needs to be established.
WZTC	Balance MUTC vs Public expectations. How does WSDOT keep specifications flexible?
Environmental	How can WSDOT ensure compliance during construction?

## **Project Flow Chart**

This flow chart was developed primarily to show support groups how they would be involved in the design-build development process. The actual writing of the

specifications will rest with the team but each support area will check into the project throughout the development phase. The primary message to support groups is that input will not be in a “one shot” method but incremental throughout.

WSDOT plans to use this same process with the AGC Team.

### **Kirkland Development Status**

The Kirkland RFQ was sent out to team members last Friday. The RFP is in the process of having its Division 1 (admin) section complete for internal review. WSDOT is targeting having this section for AGC review prior to next meeting.

### **Kirkland Stage 1 RFQ**

The Kirkland RFQ was sent out to team members last Friday. There was little time for the team to fully review the document. The team has been asked to review this document and a full discussion of comments will occur at the April 26<sup>th</sup> meeting.

There was considerable discussion related to what scoring criteria WSDOT can utilize for the RFQ. It has proven difficult to establish meaningful objective criteria to separate out the desired qualifications in an objective manner.

Some of the potential ideas included:

- Both - Specific work experience - similar to ODOT's
- Roles and responsibilities – (specific to referenced project)
- Contractor - Environmental compliance history
- Consultant – project cost growth following contract award
- Contractor – safety index

Design-Build experience vs. Design-Bid-Build experience

It was generally agreed that the scoring should reflect the desired project goals.

- Quality
- Early Completion
- Maintenance of Traffic
- Environmental Compliance

### **Future Meetings:**

For consistency, all future meetings will be held on the fourth Monday of each month at 1:00 pm.

Meetings will continue to be held at the AGC Tacoma Offices

The next meeting is scheduled for April 26