Design-Build: A Glossary

Design-Build Method
In a design-build construction method, WSDOT awards a contract to a construction/design team based on cost and technical qualifications. The selected contractor is responsible for completing the design and constructing the project.

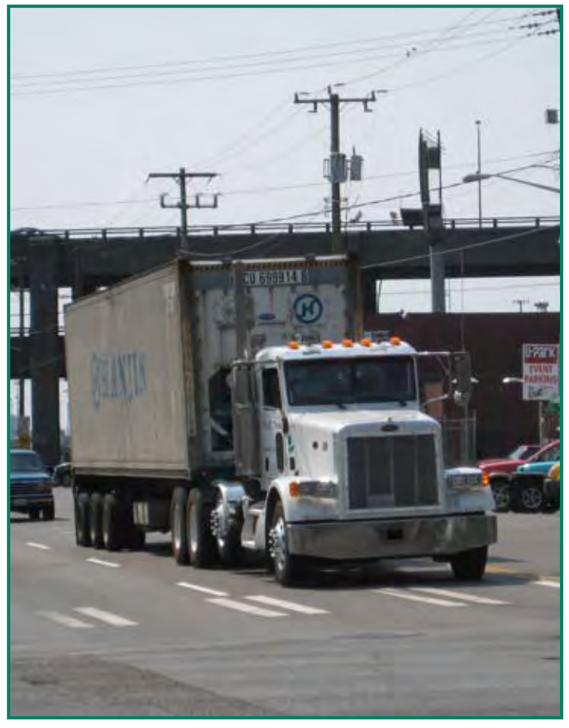
Design-Builder
The firm, partnership, joint venture or organization that contracts with WSDOT to provide design, construction and quality control services for the project.

Proposers
Firms, partnerships, joint venture and organizations furnishing proposals in response to a WSDOT request.

Request for Qualifications (RFQ)
The formal request by WSDOT of design-build proposer qualifications consisting of, among other things, experience, capabilities and past performance.

Request for Proposal (RFP)
An RFP is a formal request to Design-Builders to submit a construction proposal and price.

Contract Award
A contract award is the formal decision of WSDOT to accept the final proposal of the responsive Proposers for the work.



The SR 519 project will help to save time and increase efficiencies for freight traveling to and from the Port and interstate system.

For More Information

Visit the Web site:
www.wsdot.wa.gov/projects/SR519

Send an e-mail to: SR519@wsdot.wa.gov

Send a letter to:
SR 519 Intermodal Access Project
Washington State Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

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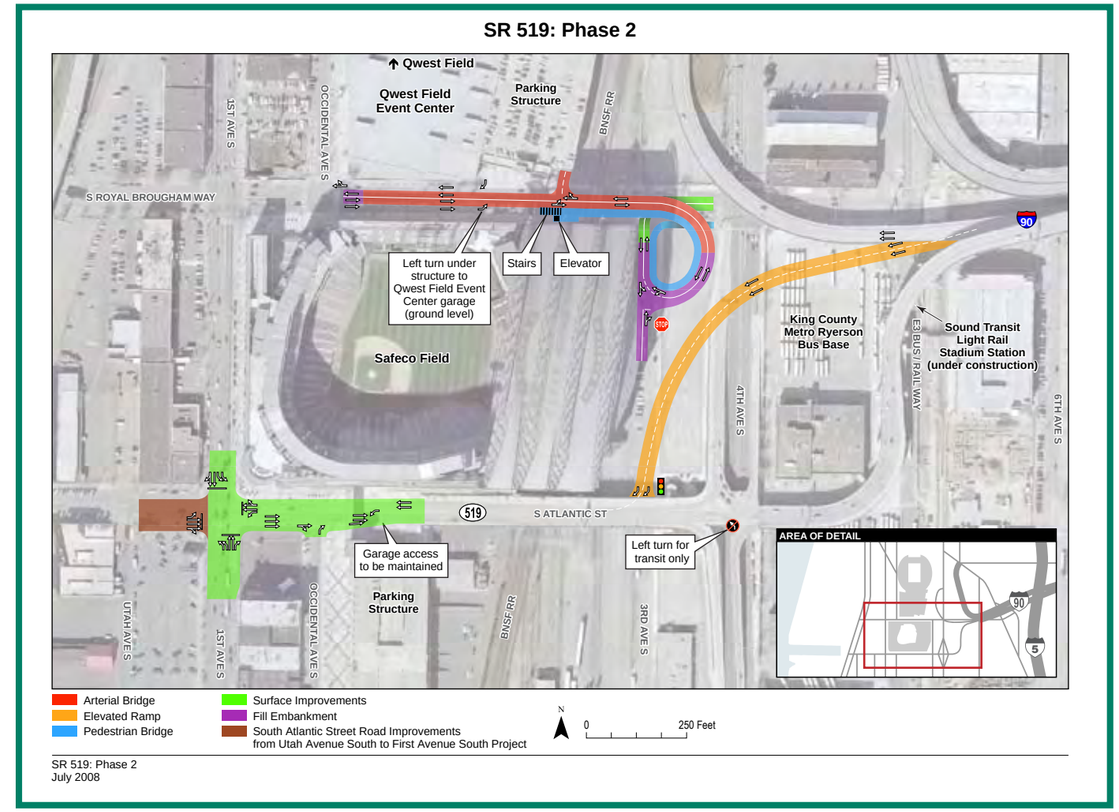
Summer 2008

SR 519 Intermodal Access Project: Phase 2

The SR 519 Intermodal Access Project will increase mobility and safety by improving connections between I-90, I-5 and the waterfront. The project will make the corridor safer for pedestrians and bicyclists. Traffic movement will be enhanced for vehicles ranging from freight traveling to the Port of Seattle to commuters traveling to Colman Dock. Phase 1 of the project was completed in 2003. In 2006, WSDOT and its project partners agreed on a design for Phase 2. These next improvements are needed to eliminate the remaining safety issues related to ground-level rail crossings. The design elements will provide for safe and efficient waterfront access for both freight and general traffic. In fall 2008, construction crews will begin work on the second and final phase of SR 519. The work will be carried out by means of a design-build construction method.



SR 519: Phase 2 Improvements

With the near-future demolition and reconstruction of SR 99 the completion of SR 519 is a critical step to keeping people and goods moving south of downtown.

Phase 1 Construction: Design-Bid-Build

For Phase 1 of the project, WSDOT effectively employed a design-bid-build construction method. WSDOT typically uses this construction type for highway work. Design-bid-build is effective in advancing projects through the developmental stages of project scoping, concept design, environmental compliance efforts and preliminary and advanced design, while ensuring conformance with design criteria and quality standards. The resulting design is packaged in a formal contract document that is used in a bidding process. The construction contract is awarded to the lowest responsive bidder.

Phase 2 Construction: Design-Build

As WSDOT began analyzing which construction method would be best for Phase 2, the project team was faced with the challenge of stringent time constraints. With a traditional design-bid-build, the project completion date would likely be 2012. The SR 519 project team knew this wasn't a feasible option as the improvements need to be finished before major detours begin on the Alaskan Way Viaduct's south end in 2010. The SR 519 improvements will provide critical traffic mitigation for vehicles, freight, bicycles and pedestrians affected by viaduct construction. WSDOT determined that to deliver the project on time, a different construction approach was needed. The approach chosen, the design-build model, allows for more innovation by the contractor. In contrast to the design-bid-build approach, a design-build method allows WSDOT to select one team to complete the design and construction of an entire project. When paired with the right project, the design-build method allows WSDOT to finalize a project in a shorter period of time.

With design-build, WSDOT prepares the basic project design and defines design, construction and environmental standards that must be met by the design-build team. Once WSDOT awards the contract through a competitive process, the price is set and the design-builder accepts the majority of the risk for potential cost over-runs. By accepting this risk, the design-builder is motivated to plan and construct the work more efficiently. The design-build method most recently was used successfully to build the Tacoma Narrows Bridge between Gig Harbor and Tacoma, and to widen and improve I-5 through Everett.

The new Tacoma Narrows Bridge was successfully built using design-build.

SR 519 Design-Build: An Innovative Option

A design-build approach is the best method to coordinate this critical intermodal access project. Combining the design and construction with a design-build contract allows WSDOT to begin work in fall of 2008 and complete the project before major detours begin on the southern portion of the Alaskan Way Viaduct.

The selected design-builder will complete the design phase with WSDOT involvement. WSDOT will provide oversight to ensure the contractor is following design standards. The design-builder will seamlessly move into construction and can start some work, such as building bridge footings, before finishing the entire design. A design-build approach enables crews to start construction early giving the project a jump start to save time. Throughout the construction phase, WSDOT inspectors will continue to check the work of the contractor to ensure material and process quality. The partnership between the design-builder and WSDOT will help to deliver the SR 519 Phase 2 project on time and on budget.

Signage has gone up on Fourth Avenue South to alert the public that SR 519 construction is coming.

Next Steps

Since the start of 2008, the project team has advanced steadily toward choosing a design-builder by reaching numerous milestones, including releasing the:

- **Environmental Assessment**
- **Finding of No Significant Impact**
- **Request for Qualifications**
- **Request for Proposals**

Additionally, WSDOT has short-listed three contractors to submit design-build proposals for Phase 2. The three contractors are:

- **Guy F. Atkinson Construction LLC**
- **Parsons/Kuney A Joint Venture**
- **Kiewit Pacific Co.**

The three contractors are scheduled to submit their proposals in mid-August and WSDOT will make its final decision regarding a contractor in mid-September.