

I-90 / Eastgate to SR 900 – Peak Use Shoulder Lanes Outline of Project Elements/Scope Items

Project Description

I-90, between the SR 900 interchange and Eastgate, experiences severe congestion during peak traffic hours. The proposed solution for the congestion is for the State to re-stripe the freeway to create peak use shoulder lanes in both directions, which is intended to improve mobility and increase freeway capacity. The State has set the limits of the improvements as follows:

- WB – SR 900 to Eastgate
- EB – Eastgate to West Lake Sammamish Parkway

However, prior to starting the design, the State and the selected Consultant together will work with the local communities affected by this congestion to define the final scope of the project. The project is funded with state funds only, no federal funds.

General Project Requirements for Consultant Services

A single project agreement will be written for this work. At this time, the construction project is intended to be Design Build. The CONSULTANT team selected for the preliminary design/environmental will be expected to continue on the project through RFQ/RFP development, procurement support, final design review, and construction as well as provide other services as needed. The CONSULTANT team selected for this work will not be able to join a design build contractor as part of the design build team, and will be required to sign confidentiality statements for this PROJECT.

As part of the project requirements, the STATE is planning on creating a project office consisting of mixed STATE and CONSULTANT staff to be housed at the STATE's Northwest Region headquarters building located at 15700 Dayton Avenue N in Shoreline, WA. It is anticipated that not all staff will be needed full time, but that this project will receive priority on the part of the CONSULTANT and STATE designers such that when needed the staff will be present in the STATE's offices. Anticipated advertisement date to select the Design Build contractor is summer/fall 2017.

General Scope Elements

As part of this scope of work, the first elements may include some conceptual design work that can be provided to the communities during open houses and other public venues which can help the State capture the actual scope of the issue. If the issues can be resolved with the current proposed solution, some geometric design work will be needed at each interchange, including potential noise walls. If the issues require a revised solution, the State and Consultant will continue to work with the community to ensure that the solution within the highway system addresses the issues to the extent practicable. In either case, design is expected to approximately 30% levels by the STATE/CONSULTANT combined team as well as support during RFQ/RFP to select the Design Build contractor. Other elements of work which the design team (some by STATE, some by CONSULTANT) will provide include but are not limited to:

- Project office set up at the NW Region Headquarters building

- Public and community outreach support services
- Surveying
- Geometric Design, including Conceptual Channelization plans
- Environmental documentation
- Practical Design Assessment
- Traffic Analysis including additional data collection
- Preliminary Signing concepts
- Traffic restriping concepts
- Value engineering support services
- Geotechnical Services
- Structural support services
- Specifications development
- RFQ/RFP development
- RFP review services
- Design review during construction
- Active Traffic Management Conceptual design
- Coordination with other STATE offices on all of the above

Optional Work includes:

- Interchange Justification Report support services (if required for changes to the shoulder at interchanges)
- Drainage concepts and design support services (if needed for the walls or other areas that are redesigned)
- Permitting support
- Right of Way support services if Noise Walls or other areas require right of way
- Right of way support services for temporary easements and right of way if needed for construction purposes
- Other items as identified during the design process in support of the project

The initial work of the CONSULTANT will include participating closely with the STATE to finalize the scope of work for the project. It is noted that, at this time, all work is expected to be able to be completed within the current freeway right of way.