

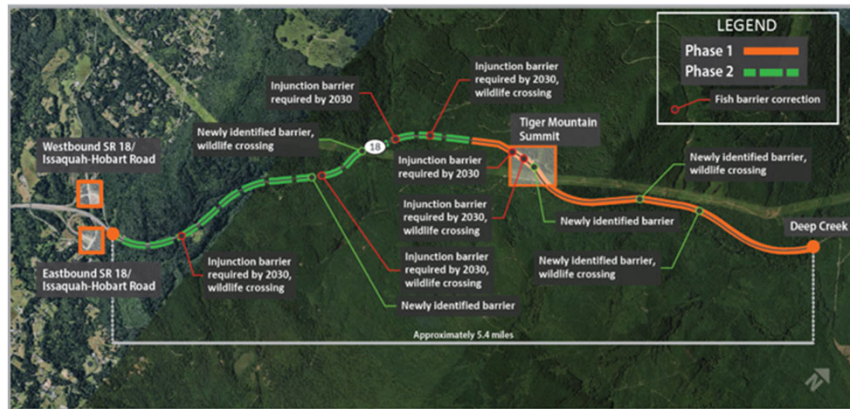
SR 18 Widening Issaquah/Hobart Rd to Raging River – Phase 1

Project Status Presentation

April 10, 2024



Project Area Map



This slide provides the aerial map overview of the project area. The orange color depicts the elements for this project (phase 1). The green color is for future phase 2. Issaquah Hobart Road/SR18 Interchange is on the left side of the map. The two small squares represent the two roundabouts as part of this project. The next slide will provide the summary list of the scope.

Fish Passage
5 in Phase 1
6 in Phase 2

Project Scope

- Widen SR 18 to barrier-separated 4 lanes between MP 23.04 (West of Tiger Mountain Summit) to MP 25.68 (matches the current I-90/SR18 I/C Project)
- Construct two roundabouts at the Issaquah-Hobart Road interchange
- Install five fish-passable structures, which facilitates wildlife crossing as well.
- Install intelligent transportation system (ITS) elements, including buried power supply conduits and electrical vaults
- Stormwater retrofit and environmental mitigation

Current Status of the Project

- Environmental Documentation:
 - 4f, 6f, Section 106, and SEPA Determination of Non-significance (DNS) checklist are scheduled to be completed in April 2024
 - Biological Opinion (BO)/Endangered Species Act (ESA) is pending, expected by June 1, 2024. Biological Assessment (BA) was submitted in early 2023.



Don't speak in acronyms!

Current Status of the Project

- Status of agreements:
 - Letter of Understanding (LOU) with Puget Sound Energy (PSE) signed on 11/4/2023
 - Federal Land Transfer with Bonneville Power Administration (BPA) to create BPA parcel and access for WSDOT on the R/W Plan: process could take up to 2 years. The parcel could be excepted out in the RFP with availability date.
 - GCB agreement with King County to provide for dedicated liaison for permits and TCP's review and approval

Current Status of the Project

- Commitments to local jurisdictions: N/A
- Design Build delivery method was selected through WSDOT's Project Delivery Method Selection checklist process.
- 90% Conceptual Plan is complete. Final Conceptual Plan (~30% design level) is scheduled to be completed for the RFP.
- RFQ and RFP documents are being developed with RFQ anticipated to be on 8/1/24.
- PE Expenditures:
 - \$23.6M spent of \$33.5M budget
- RW: \$2.5M for not used yet
- CN Estimate: \$442M
 - This is the CEVP 60th percentile for total cost of CN including both payments to contractor and WSDOT costs (10% CE).



CEVP = Cost Estimate Validation Process

Extensive checklist to determine who should manage the risk, tally the points

Anticipated Schedule

- Request for Qualification (RFQ): August 2024
- Request for Proposal (RFP): November 2024
- Notice to Proceed (NTP): July 2025
- Substantial Completion (SC): 2031
- CPARB decision on delivery method needed by July 1 to maintain the above schedule assuming the same delivery method

Funding Sources and Requirement

- Move Ahead Washington gas tax
- Federal funds which require the project to follow federal requirements including Buy America and Disadvantaged Business Enterprises (DBEs) participation requirements
- No noted restrictions on spending deadlines or delivery method

Risks & Opportunities

- Risks:
 - High-risk walls design
 - Wetland/stream mitigation
 - Stormwater flow control
 - Geotechnical exploration
 - Maintenance of traffic
- Opportunities:
 - Reduced wall design based on geotechnical exploration
 - Schedule acceleration by design builder



Notes:

Risks & Opportunities as identified in the November 2023 CEVP workshop

Risks

- High-risk walls are in response to unstable slopes, historic landslide activity and adverse subsurface hydraulic conditions
- Stream mitigation – Approximately 32 wetlands and 50 streams within the project limits; working with third-party agency to develop offsite mitigation; offsite mitigation site has limited capacity; the risk is that mitigation requirements increase and exceed the current plan
- Stormwater collection, conveyance and treatment in mountainous terrain; siting detention and water quality facilities challenging – the risk is to site more facilities, if necessary
- Geotech (long lead time for drilling permits, has taken up to 16 months during preliminary engineering, delays in receiving drilling permits will affect design/permitting completion and start of construction, geotechnical investigation outcomes affect wall type and bridge foundations)
- Heavily traveled state route with high percentage of trucks require complex construction staging and maintenance of traffic strategies to limit impacts to recreational travelers and freight.

Opportunities

- Favorable geotechnical investigation outcomes have the potential for smaller, less costly wall types
- The main reason we chose Design-Build was Contractor innovation for means/methods/approaches has potential to accelerate schedule

Other challenges

- Right-of-way acquisition
- Market volatility
- Competition for resources
- Review time by resource agencies and third parties



- Right-of-Way – a challenge for most all projects, though only two abutting property owners the number and types of property rights create complexities (temporary rights, permanent rights, acquisition in fee, construction easements, slope easements, subterranean easements)
- Market conditions: construction cost escalation, volume of work in the state/region (WSDOT, Sound Transit, Bipartisan Infrastructure Bill funding) create a challenging bidding climate, fewer bidders and higher prices
- Competition for resources takes several forms: bidding climate; Contractor’s access to labor, equipment and materials; Resource agency staff to review permit applications, NEPA documents, WSDOT staffing levels has implications on project delivery method - contract administration and inspection
- Volume of work, staffing levels result in lengthy review time for NEPA documents, permits, plan review, right-of-way acquisition and affect coordination/consultation; third parties include utilities

Project Delay Implications

- Conceptual Design Approval and most environmental documentation including NEPA have shelf life of 3 years from approval
- Marbled Murrelet Bird survey will have to be redone (\$600k)
- The injunction deadline to remove fish passage barriers by 2030 will not be met
- Project cost will increase with inflation – approximately \$20M/year

Qualifying Criteria under RCW 39.10.300 and RCW 47.20.785

- The construction activities are highly specialized: significant structures, complex construction, fish windows, environmentally sensitive locations, design and construct stream habitat
- Provide opportunity for innovation and efficiencies: maintenance of traffic, wall types, sensitive area impacts
- Significant savings in project delivery time: faster procurement and project delivery, staffing – leverage industry resources



In addition to the checklist...

The project construction cost will be well over the \$2M threshold for design build. And the following three bullets represent how the project fit within the qualifying criteria under RCW.