



**TRANSPORTATION BOARD OF DIRECTORS**  
**SPAGHETTI BOWL XPRESS HISTORY**  
**UNSOLICITED PROPOSAL**  
**NOVEMBER 18, 2019**

# AGENDA

- Reno Spaghetti Bowl (RSB) Overview
- Phase 1, Spaghetti Bowl Xpress (SBX) Overview
- Agreement History
- SBX Unsolicited Proposal





## Project Goals

- Improve travel time reliability
- Improve safety
- Replace bridges
- Optimize system connections





## Improvements

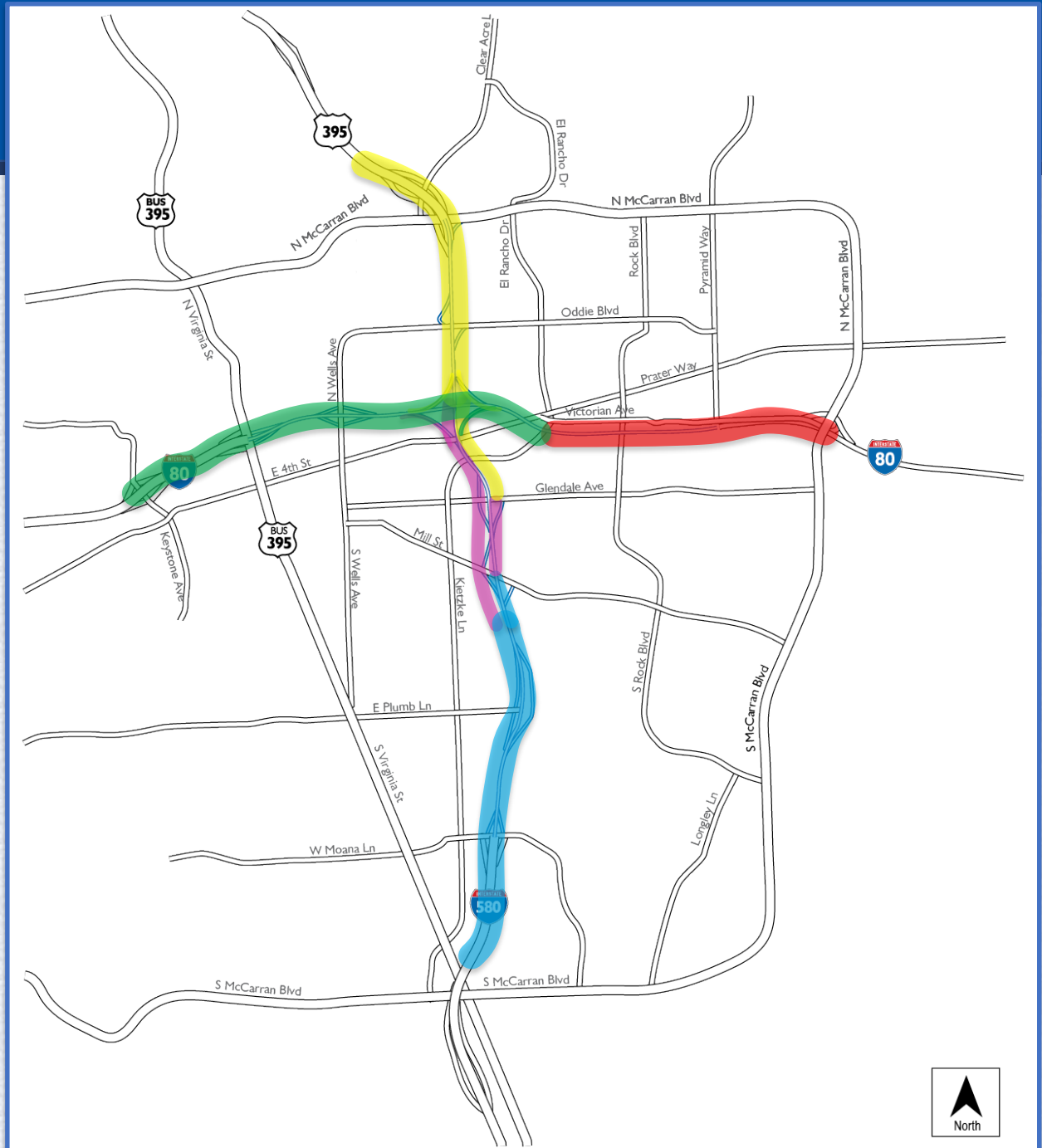
- Full lane and shoulder widths
- Increased lanes for freeways
- Increased lanes for ramps, both system and local interchanges
- Upgraded geometry to current design standards
- Braided ramps



Construction is tentatively anticipated to occur in five phases

- Phase 1, Spaghetti Bowl Xpress (2020-2023)
- Phase 2 (2024-2028)
- Phase 3 (2028-2034)
- Phase 4 (2035-2037)
- Phase 5 (2037-2039)

All Information is Preliminary and Subject to Change





# RSB PHASE 1, SBX

## EASTBOUND I-80

- Widen the eastbound I-80 to southbound I-580 ramp to 2 lanes

## SOUTHBOUND I-580 / US 395

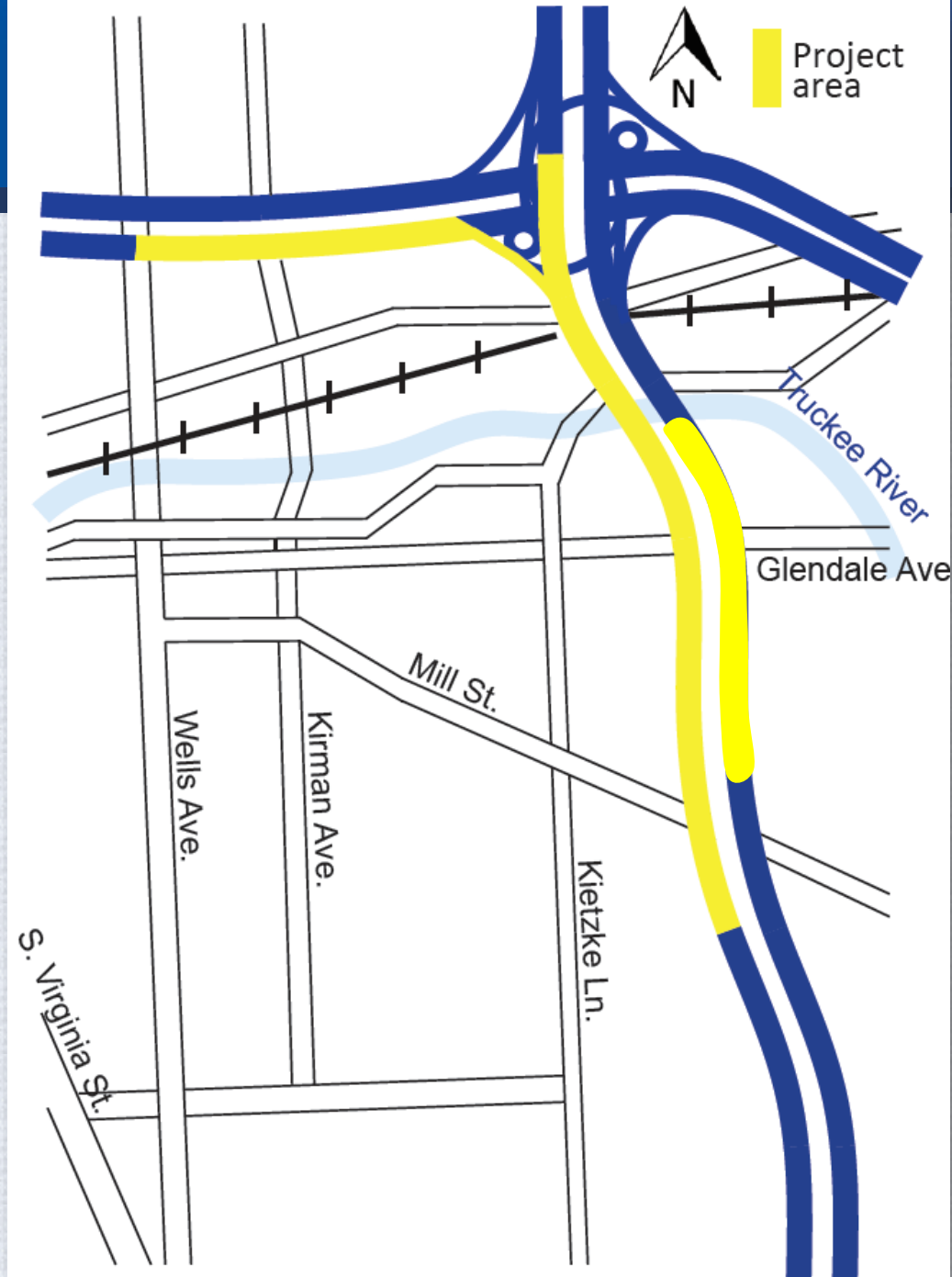
- Restore the 3<sup>rd</sup> southbound lane at I-80

## SOUTHBOUND I-580

- Improve 2nd/Glendale Avenue and Mill Street Interchanges

## NORTHBOUND & SOUTHBOUND I-580

- Replace failing concrete pavement





# SBX VIDEO



## **RSB Agreement (Executed November 2016)**

- Corridor Scoping, Data Collection, Purpose & Need, and Initial Concepts
- \$291,000

## **RSB Amendment #1 (Executed February 2017)**

- NEPA – DEIS, FEIS, and Record of Decision
- \$11.4 Million



## **New Agreement for SBX DB (Executed May 2018)**

- Design Build Procurement
- \$4.8 Million

## **SBX DB Amendment #1 (Executed June 2018)**

- Minor correction to agreement
- No scope or cost changes

## **RSB Amendment #2 (Executed October 2019)**

- Final Design for SBX
- \$9.4 Million

## Accept/Compete Unsolicited Proposal: Amend SBX DB Agreement

- Design Build Procurement

## Reject Unsolicited Proposal: Amend RSB Agreement

- Support Design Bid Build Construction



## NEPA Milestones

- February 2017: Notice of Intent to Study issued
- July 2019: NEPA completed (near record time)

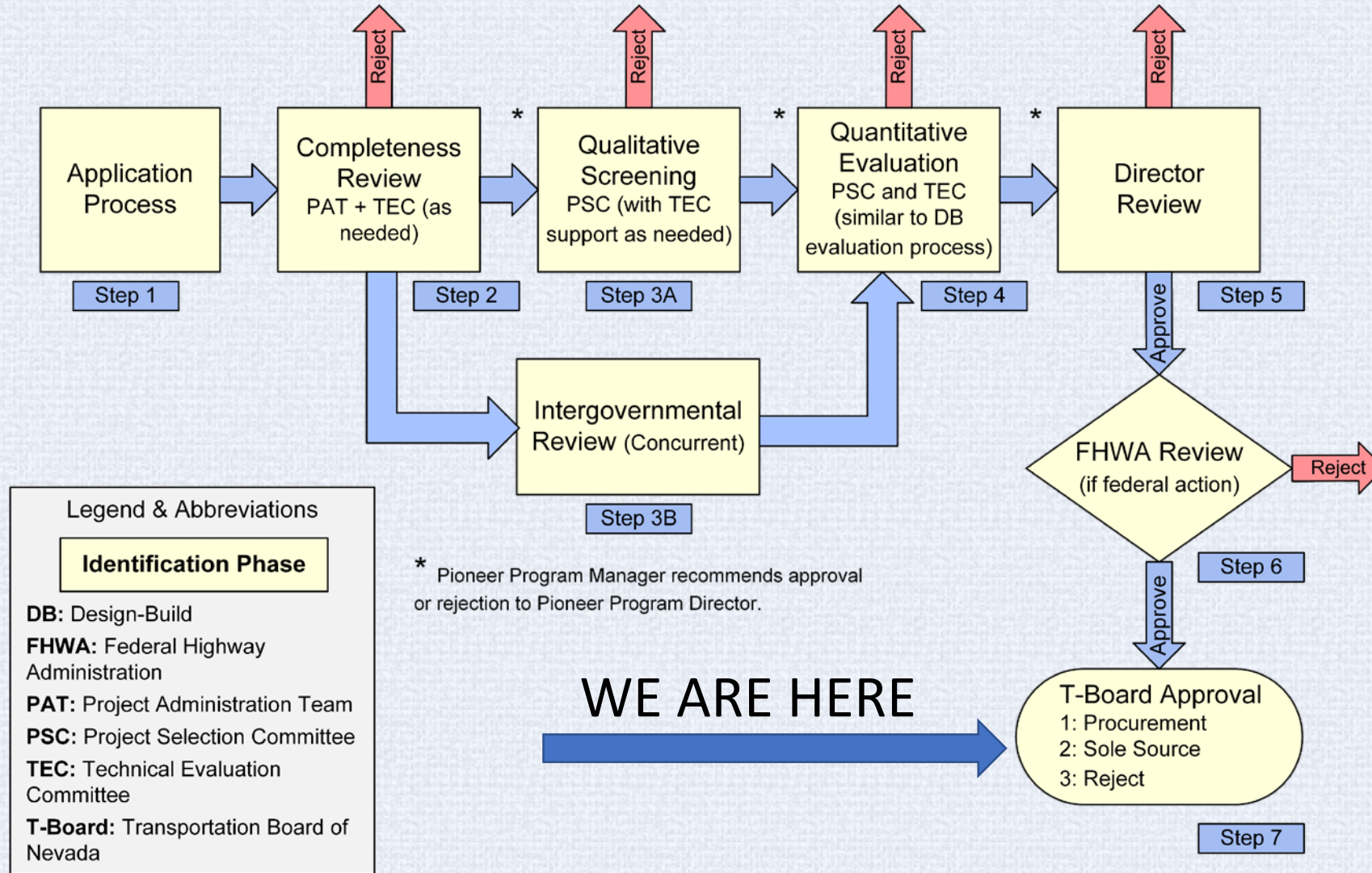
## Procurement//Design Milestones

- May 2018 – June 2019: SBX Design Build Procurement
- June 2019: Design Build procurement cancelled
- July 2019: Begin Design Bid Build Delivery
- Early 2020: Start construction on SBX Phase 1A
- Early 2021: Start Construction on SBX Phase 1B

## SBX Unsolicited Proposal

- September – November 2019: UP received and evaluated

# SBX UNSOLICITED PROPOSAL





## Transportation Board Approval

Option 1: Solicit competitive proposals

Option 2: Accept Unsolicited Proposal and sole source

Option 3: Reject Unsolicited Proposal and continue design bid build

- Preliminary Engineering Agreement
- Phase Design (A)
- Phase Design (B)
- Phase Design (C) and Phase (Construction)
- Construction and Maintenance Agreement
- Contractor's Right of Entry
- Public Utilities Commission Authorization



## Details of Unsolicited Proposal

- Contains the full scope of SBX improvements
- Assumes schedule risk for UPRR design approval and construction and maintenance agreement
- Lump sum for design and construction
- Cost estimate within 10% of the Engineer's Estimate
- Substantial completion approximately 9-12 months sooner than the current Design Bid Build schedule

## Solicit competitive proposals (abbreviated procurement)

- Advantages: competition for price and schedule; schedule risk reduced for UPRR approvals
- Disadvantages: Resources required to update RFP; reduced interest from industry is possible; loss of federal funding; additional stipends required
- Board approval required in April 2020
- Anticipated substantial completion late 2022



## Accept the unsolicited proposal and negotiate a sole source agreement

- Advantages: sound proposal with good value; known price; no reduction in scope; schedule risk for UPRR approvals is owned by Proposer; safety improvements realized soonest
- Disadvantages: loss of federal funding
- Board approval required in January/February 2020
- Anticipated substantial completion late 2022

## Reject the unsolicited proposal

- Advantages: eligible for federal funds; conventional delivery method
- Disadvantages: safety improvements realized latest; added escalation costs; NDOT assumes more risk which could cause costs to increase during construction
- Bid late 2020: Board approval required in early 2021
- Anticipated substantial completion late 2023

## Transportation Board Approval

Option 1: Solicit competitive proposals

Option 2: Accept Unsolicited Proposal and sole source

Option 3: Reject Unsolicited Proposal and continue design bid build



# QUESTIONS?

**Thank you!**

**Jenica Keller, PE, NDOT**  
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