

MEAD SCHOOL DISTRICT

– NEW FIVE MILE PRAIRIE MIDDLE SCHOOL PROJECT

GC/CM PROJECT

1. What is the current status of design? Will the GC/CM be coming aboard prior to the project progressing past 30% design?

Schematic Design is scheduled through mid- August. Based on anticipated PRC approval on May 24th and issuance of the GC/CM RFQ on May 29th we anticipate having the GC/CM under contract for pre-construction by mid-July ahead of the completion of Schematic Design.

2. Regarding complex or technical work environment:
 - a. How will site access be limited during construction and what complexities does that create that the GC/CM process is intended to address?

Access to the 5-mile area is very limited with single lane roads throughout, minimal arterials and periods of heavy traffic congestion. Deliveries, contractor vehicle parking and utility/road work will create congestion and confusion for the community. With the assistance of a skilled GC/CM we will look to minimize the impact to this community and provide a higher level of direct communication.

- b. What are the permitting complexities cited and how would GC/CM address them?

The 5-mile area falls in a unique part of the community where the transition from the City to the County occurs. Additionally, this site falls outside of the Urban Growth Boundary. These issues create complexity for utility connections and services. A major gas line runs through the site near the southern boundary which will have easement issues.

The GC/CM process allows the contractor to be brought on early in order to help the design team and the District plan out the best alternatives and select the most proper solutions for these issues. Their experience of addressing matters such as these will bring practicality to the solutions rather than just theory.

- c. Are there other neighborhood disruption issues that the GC/CM process is intended to address, and if so what are the responsibilities (also referenced in Public Benefit)?

The project site abuts directly to neighbors on the south, north and east. The community is a very vocal and organized community in which we anticipate intensive engagement. We are anticipating, based on other projects in the area, that the site sits on basalt rock just below the surface which will require heavy demolition and removal that will result in high volumes of noise and vibration. In addition, as previously noted the coordination of traffic flow up and down the hill with only a single lane road for access. The GC/CM will be able to assist the team in site work coordination and mitigation measures to assist the District in

being a good neighbor and minimizing the overall impacts/disturbances.

3. What other project commitments (% of time) do the CBRE/Heery staff have in addition to their proposed roles? What provisions are in place to address should this or their other commitments require additional support by them?

Greg Brown is committed 80% of his time to Mead School District and 20% to Federal Way School District as follows:

- Mead Elementary/Complex site – 50% throughout
- Mead Five Mile Prairie Middle School – 30% Design, 10% Construction
- Federal Way Public Schools – 20%

David Beaudine is committed 65% to the Mead School District and other projects as follows:

- Five Mile Prairie Middle School – 60% throughout
- Mead Elementary/Complex site - 5% throughout
- Quincy School District - 20% at this time

CBRE's eastern WA office is supported by six people, with three staff to be working directly on the Mead School District program therefore there is additional support staff to cover if necessary. Greg's Program level role will be assisted by David Beaudine as well who has Program Management experience from work with Quincy School District and Moses Lake School District.

4. What are the schedule risks for the proposed 10-month design schedule (noting the District's other proposed GC/CM project has a similar schedule), and how would the proposed team including potential GC/CM address them?

We recognize that the schedule is tight, and therefore provides us with additional motivation for having a GC/CM on board. The programming documents (ed specs) and Best Practices Manual are substantially developed from the last round of bond projects and the architect, ALSC, is very familiar with the District and these standards. The CBRE/Heery and ALSC teams have separate individuals dedicated to the project both at the top and with consultants to make sure that workloads are properly distributed and to deliver high level performance. Having the GC/CM on board will strengthen the team and provide for continuous Value Engineering, cost control and constructability throughout the entire design. The GC/CM will also provide schedule insights for how to execute the construction with early construction bid packages to help provide time for the design to complete for the main bid packages as well.

Potential risks include:

- Delayed project start due to permitting issues - Mitigation: GC/CM to employ early site packages.
- Not enough time to investigate possible value engineering savings – Mitigation: GC/CM to have an ongoing VE process and provide timely responses.
- Missed OSPI funding milestones – Mitigation: Front fund project rather than depend on State assistance.

CAPITAL PROJECTS ADVISORY REVIEW BOARD

PROJECT REVIEW COMMITTEE

QUESTIONS RE: APPLICATION

Meeting Date: May 24, 2018

- Design process getting bogged down – Mitigation: Hire an architect that is familiar with district standards and maintain key schedule milestones. Provide experienced project management leadership which is familiar with the Owner, architect, project locations and jurisdiction. GC/CM can provide ongoing constructability reviews and catch potential design errors and omissions ultimately providing a more accurate set of bid subcontractor documents.