State of Washington
Capital Projects Advisory
Review Board (CPARB)
Project Review Committee (PRC)

Application for Project Approval
Heavy Civil GC/CM Delivery

Submitted by
Metro Parks Tacoma
Destination Point Defiance
Waterfront Phase 1
July 1, 2015

State of Washington
Capital Projects Advisory Review Board (CPARB)
Project Review Committee (PRC)

APPLICATION FOR PROJECT APPROVAL

TO USE THE
GENERAL CONTRACTOR/CONSTRUCTION MANAGER (GC/CM)
CONTRACTING PROCEDURE

The CPARB PRC will only consider complete applications: Incomplete applications may result in delay of action on your application. Responses to Questions 1-8 and 10 should not exceed 20 pages (font size 11 or larger). Provide no more than six sketches, diagrams or drawings under Question 9.

1. Identification of Applicant

(a) Legal name of Public Body (your organization): *Metropolitan Park District of Tacoma*

(b) Address: *4702 S. 19th Street*
Tacoma, WA 98405

(c) Contact Person Name: *Roger Stanton*
Title: *Project Manager*

(d) Phone Number: *(253) 305-1082*
Fax: *(253) 305-1098*
E-mail: *rogers@tacomaparks.com*

2. Brief Description of Proposed Project.

Please describe the project in no more than two short paragraphs.

Destination Point Defiance envisions a more accessible, active and thriving waterfront that allows pedestrian access to the Puget Sound. This project is the first phase to activate a currently underutilized portion of Point Defiance Park. Key improvements that Waterfront Phase 1 will achieve include:

- ***Improve Entry, Parking and Infrastructure:***
  - *Design and construct a new boat trailer parking lot to support the existing boat launch and position the area for development of long-term visitor parking and services.*
  - *Maintain existing Point Defiance Park parking at the project site, while building new services and parking facilities.*
  - *Work with the Cities of Tacoma and Ruston, and the Washington State Department of Transportation to redesign the Pearl Street entrance. The design also revises ferry traffic queuing and improved ferry traffic flow.*

- ***Build a Bike and Pedestrian-Only Trail and Bridge:***
  - *Create safe, accessible pedestrian access into Point Defiance Park from Ruston Way, stabilizing the bluff and reducing conflicts with traffic.*
  - *Construct an 18' wide, 600' long pedestrian and bicycle bridge that crosses over a new parking lot and an existing state route, and completes the connection of the trail on the bluff with Point Defiance Park.*

- ***11-Acre Park on the Peninsula:***
  - *The Peninsula at Point Defiance will unlock and provide eleven additional acres of open passive park space at Point Defiance Park, never before available to the public.*
  - *Creation of a new park surrounded by 2,200 linear feet of shoreline with unobscured views of the Puget Sound, Mount Rainier and Vashon Island.*
  - *Protect and enhance Puget Sound through habitat and shoreline restoration.*
  - *Complete the overall cap of the slag peninsula by armoring the shoreline and providing fill over the remaining exposed smelter slag.*

3. Projected Total Cost for the Project:

A. Project Budget

Costs for Professional Services (A/E team)	*$*	*3M*
Estimated project construction costs (including construction contingencies)	*$*	*32M*
Equipment and furnishing costs (included with construction budget)	*$*	*-*
Off-site costs (included with construction budget)	*$*	*-*
Contract administration costs (Owner, CM, etc.)	*$*	*1M*
Contingencies (design)	*$*	*2M*
Other related project costs (utilities, inspections, permitting, etc.)	*$*	*1M*
Sales Tax (@9.5%)	*$*	*1M*
Total	***$***	***40M***

B. Funding Status

Please describe the funding status for the whole project.

Note: If funding is not available, please explain how and when funding is anticipated

In March 2014, the City of Tacoma voters approved $43.7 million for improvements at Point Defiance Park and the peninsula at Point Defiance Park as part of a larger $198 million Metro Parks Tacoma Bond. This bond authorized money for multiple projects that are detailed in the January 2014 Capital Program Plan. As the cost of construction fluctuates, so will the 2014 Bond dollars and the EPA Reimbursements dollars in the Committed Funding list below:

Committed Funding:

2005 Bond Funds	*$ 2,805,000*
Fund 307 Asarco	*$ 430,000*
State DOE	*$ 5,000,000*
RCO WWRP Trails Grant	*$ 2,500,000*
RCO LWCF Grant - Trail	*$ 500,000*
RCO LWCF Grant - Peninsula	*$ 500,000*
EPA Reimbursement (estimated)	*$12,000,000*
2014 Bond Funding	*$16,265,000*
Total Project Funding	***$40,000,000***

4. Anticipated Project Design and Construction Schedule

Please provide:

- The anticipated project design and construction schedule, including (1) procurement; (2) hiring consultants if not already hired; and (3) employing staff or hiring consultants to manage the project if not already employed or hired.

Hold pre-proposal information meeting, release draft RFQ	*July 15, 2015*
Project Review Committee Presentation	*July 23, 2015*
Issue Heavy Civil GC/CM RFQ	*July 24, 2015*
Complete short-list, interviews, fee proposals	*Aug. 20, 2015*
Award GC/CM	*Sept. 24, 2015*
Design, engineering, permitting	*June 2015 - March 2016*
Subcontract bidding, buyout, negotiate self-performed work—negotiate GMP (or interim GMP's)	*Jan 2016 - April 2016*
Construction	*May 2016 - Sept 2017*
Park in service	*Sept. 2017*

5. Why the GC/CM Contracting Procedure is Appropriate for this Project

Please provide a detailed explanation of why use of the contracting procedure is appropriate for the proposed project. Please address the following, as appropriate:

- If implementation of the project involves complex scheduling, phasing, or coordination, what are the complexities?
- If the project involves construction at an existing facility that must continue to operate during construction, what are the operational impacts on occupants that must be addressed? *Note: Please identify functions within the existing facility which require relocation during construction and how construction sequencing will affect them. As part of your response you may refer to the drawings or sketches that you provide under Question 9.*
- If involvement of the GC/CM is critical during the design phase, why is this involvement critical?
- If the project encompasses a complex or technical work environment, what is this environment?
- If the project requires specialized work on a building that has historical significance, why is the building of historical significance and what is the specialized work that must be done?
- If the project is declared heavy civil and the public body elects to procure the project as heavy civil, why is the GC/CM heavy civil contracting procedure appropriate for the proposed project?

The Waterfront Phase 1 project meets five of the six criteria for use of GC/CM delivery.

1. Project involves complex scheduling, phasing and coordination all supported by GC/CM delivery:

The Waterfront Phase 1 construction work will take place adjacent to and within an active regional park that is located on the Puget Sound. Erosion control and coordination with local, regional, state, and federal officials to maintain an

environmentally compliant project is required. Park amenities will stay operational in the construction zone, and safe access will have to be provided for pedestrian, bikes, and vehicles towing boat trailers. Coordination of construction traffic, parking, safety, and park users will be critical to maintain park operations while planning for an efficient construction site.

2. ***The project involves construction at an occupied facility which must continue to operate during construction;***

   The peninsula currently houses the Tacoma Yacht Club. This facility will remain open during the construction of Waterfront Phase 1. In addition, there is active marina access from the peninsula that will also need to remain open during construction.

   A bridge will be built over a ferry road and parking lot that will remain open during construction. The triangle area located to the South of the trail and bridge serves as a parking lot for Point Defiance Park. It will remain as such. Each and every road currently being used to serve the project area will also need to remain open during construction. Finally, the utilities running through the project area, including the 54" regional storm line, all need to retain their function during construction.

3. ***Involvement of the GC/CM during the design phase is critical:***

   Due to the size of the construction zone and the number of public pinch points that will need to be dealt with, there are a plethora of ways to phase this work. Receiving the expertise from the GC/CM early on in this effort can have a substantial impact on both schedule and budget.

4. ***The project encompasses a complex and technical work environment:***

   The construction will include the handling of large quantities of contaminated soil that is surrounded by water ways. This work will need to be completed within strict fish windows, all of these factors create a very complex work environment.

   To enable Metro Parks Tacoma to select a builder on a qualifications basis, rather than low bid, will help ensure the most qualified contractor and experienced staff build the project.

   Contractors with the relevant experience for this type of project are limited, accustomed to alternative delivery, and may be unlikely to pursue this work on a low-bid basis.

6. ***Heavy Civil Classification:***

   The Waterfront Phase 1 project meets statute requirements for Heavy Civil GC/CM delivery, as the project work is primarily infrastructure.

   Metro Parks Tacoma intends to procure the project as Heavy Civil in order to take advantage of the large self-performed work common in large earthwork projects. This will improve the attractiveness of the project to the region's best contractors. Metro Parks Tacoma intends to maintain the flexibility of allowing the GC/CM to self-perform up to the maximum allowed percentage, subject to rigorous analysis. This delivery method will deliver the best overall value to Metro Parks.

6. Public Benefit

In addition to the above information, please provide information on how use of the GC/CM contracting procedure will serve the public interest. For example, your description must address, but is not limited to:

- How this contracting method provides a substantial fiscal benefit; or
- How the use of the traditional method of awarding contracts in a lump sum (the "design-bid-build method") is not practical for meeting desired quality standards or delivery schedules.
- In the case of heavy civil GC/CM, why the heavy civil contracting procedure serves the public interest

In addition to the justifications outlined above for the use of heavy civil GC/CM on the Metro Parks Tacoma project, we anticipate the following public benefits:

Increasing predictability and reducing financial risks

GC/CM delivery improves cost and schedule predictability beyond that available using Design-Bid-Build. With the core team members engaged during design, cost comparison, value engineering and constructability review, our efforts are more accurate and more robust.

A qualification-based contractor selection helps ensure quality execution

Only a limited number of local contractors have the capacity to move the large quantity of contaminated soils in our tight schedule. GC/CM delivery will help ensure the contractor that builds this project is qualified and experienced.

Planning, coordinating and executing complex building systems is best done with collaboration between designers and builders throughout the process.

GC/CM construction supports close collaboration during design, buyout, and construction. Using GC/CM will enable to Metro Parks Tacoma to release portions of work out early to fit the tight and fixed fish windows.

Selecting a contractor under Design-Bid-Build is not practical.

Selecting a contractor at the completion of design will greatly increase the risk associated with the construction phasing and coordination, reducing the opportunity to complete site work in dry weather and greatly increasing the likelihood of an unqualified low-bidder winning the work.

Heavy Civil GC/CM serves the public interest.

Heavy Civil execution for this Metro Parks Tacoma project best serves the public interest by helping to attract a wider pool of vendors, providing additional flexibility in project delivery, and possibly speeding overall delivery. Many contractors in the vendor pool provide extensive self-performed labor, including earthwork, concrete work and steel erection. With the ability to negotiate certain scopes of work early, rather than public bidding, the speed of buyout and execution may be accelerated.

7. Public Body Qualifications

Please provide:

- A description of your organization's qualifications to use the GC/CM contracting procedure.

  The Metro Parks Tacoma management team has been specifically assembled to address the unique challenges associated with the Waterfront Phase 1 project. In-house MPT project manager Roger Stanton is being closely supported by design and construction management consulting team of OAC Services and Site Workshop. Both Site Workshop and OAC have past successful GC/CM experience.

  For GC/CM delivery Roger will be closely supported by OAC's Construction Director, Chris Heger who will work with the selected GC/CM to develop plans to maximize productivity for earth moving, erosion and sedimentation control and bid packaging. Known as one of our region's leaders in Lean Construction Delivery, Chris will be an ideal partner to Roger who has spent the last year+ focusing on planning, permitting and funding between the agencies involved.

  Roger Stanton and the OAC project management team have completed GC/CM training.

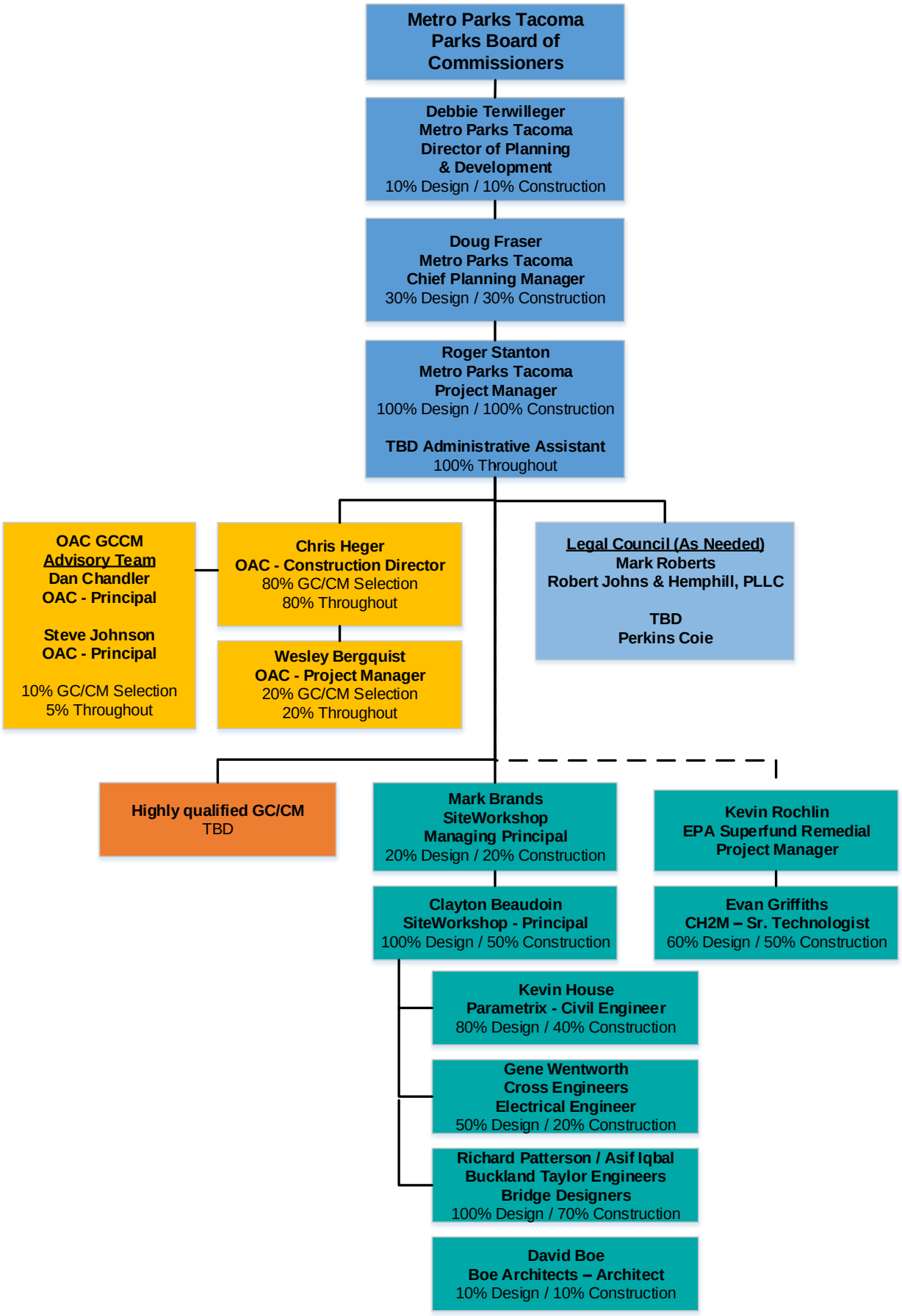
  Recently granted authority to use GC/CM on the Pacific Rim Aquarium project, Metro Parks Tacoma will benefit from the valuable lessons learned, procurement strategy and contract forms now being used on the Aquarium project. In addition, OAC Services is supporting both projects (with different staff members) providing additional efficiencies and continuity.

- A ***Project*** organizational chart, showing all existing or planned staff and consultant roles.

  Note: The organizational chart must show the level of involvement and main responsibilities anticipated for each position throughout the project (for example, full-time project manager). If acronyms are used, a key should be provided. (See Attachment C for an example.)

See next page

Project Organization Chart



- Staff and consultant short biographies (not complete résumés).

Roger Stanton
Project Manager
Metro Parks Tacoma

Roger Stanton is a licensed architect with more than 10 years of experience working in the design and construction industry. Before joining Metro Parks Tacoma, Roger worked for seven years at a design firm, where he managed a variety of design projects with negotiated contracts. He has been working on Waterfront Phase I project for over a year with the responsibility of administering contracts and agency agreements, as well as coordinating with the EPA, Department of Ecology, facilitating stakeholder discussions and managing the design team. Roger has managed the Park District's interests in the removal of 100,000 cubic yards of partially contaminated soil as part of the adjacent City of Tacoma Regional Stormwater Treatment Facility. Roger will function as the overall Project Manager.

Doug Fraser
Chief Planning Manager
Metro Parks Tacoma

Doug Fraser has over 30 years of experience in the public sector as a landscape architect/ park planner. The past ten years Doug has been engaged with Metro Parks Tacoma in the implementation of the $93 million Park Improvement Bond. For more than 150 individual capital projects Doug has provided project administration, coordination, and management of a planning, design & development staff through all levels of project implementation from design consultant selection through design-bid-build, and project close-out.

Debbie Terwilleger
Director of Planning and Development
Metro Parks Tacoma

Debbie Terwilleger is a landscape architect with over 25 years of experience in public works infrastructure development. Formerly the Surface Water Management Director for Snohomish County, Debbie has also worked with parks development, transportation planning, and restoration projects for water quality and salmon recovery.

Clayton Beaudoin
Principal
SiteWorkshop

Clayton Beaudoin has more than nine years of experience managing complex public projects of various scales and stakeholder environments. He has collaborated with architects, engineers, contractors, schools, universities, parks departments, and community groups to effectively incorporate priorities into a shared vision for more than 25 successful projects. For the past three years, Clayton has been managing all facets of the Waterfront Phase 1 project, including coordination with public agencies, including the EPA, City of Tacoma, City of Ruston, WSDOT, etc.

Mark Brands
Managing Principal
SiteWorkshop

Mark Brands, has over 25 years' experience managing projects ranging in size and complexity throughout North America, the Pan Pacific, Asia and Australia. As a founding partner of SiteWorkshop, Mark has been a part of many negotiated construction contracts with state and federal governments, universities and private developers, including a variety of GC/CM, design-build and lean projects. His current GC/CM projects include Swedish Hospital's $850M First Hill campus redevelopment, Amazon's four city-block development in Seattle's Denny Triangle, and the University of Washington's new NanoEngineering & Sciences Building.

Kevin House
Civil Engineer
Parametrix

Kevin House is the Waterfront Phase 1 Project Civil Engineer. He has more than 16 years of experience with civil engineering design, project and construction management for a wide variety of projects including roundabout, roadway, site development, sewer and water utilities, storm drainage, illumination, and signal design projects. As a senior consultant with Parametrix, he has provided project and construction management for the $10million Briggs Village Development project in Lacey, Washington, as well as project and construction management for the City of Olympia's $12 million Yelm Hwy Road and Utility Improvement project. Kevin was also part of the SR500 design-build consultant team for the first WSDOT design-build project in Washington. His wide range of design and construction experience preparing, delivering, and constructing PS&E projects enables him to contribute his coordination, sequencing, design, and management experience to reduce the cost and risks to Metro Parks for this project.

David Boe
Principal Architect
BOE Architects

David Boe has over 28-years' experience with GC/CM, Design-Build and Team-Build Projects. Projects he has successfully completed include large multi-parcel urban developments, when he was the Design Coordinator for the Canary Wharf Light-Rail Station, as part of the Canary Wharf Development Team (GC/CM); as well as multiple Design-Build federal projects at JBLM, Bangor, Bremerton and the Presidio/SF military installations. David's recent Team-Build projects experience includes the $26m addition to the Toray Composites Manufacturing Plant in Frederickson, Washington, along with major expansion/renovations at the Olympia Golf and Country Club and for the Peace Lutheran Church in Chehalis, Washington. David is a proven design team leader and has established a highly respected architectural practice in the Design-Build/Team-Build development industry in Pierce County.

Evan Griffiths, P.E., Ph.D.
Senior Technologist
CH2M

Evan Griffiths has nearly 20 years of experience consulting, design, permitting, remediation construction oversite for Superfund sites and landfills across the United States and Canada. Evan is currently managing the design team under contract to the EPA for armoring, capping, sheet piles walls, and ADA access ramps on the Asarco Slag Peninsula.

Owners Representative

Chris Heger, LSSBB
Construction Director
OAC Services

Chris Heger is a respected builder with over 26 years of experience, including GC/CM in healthcare and very large campus projects that involved heavy civil infrastructure adjacent to both lake and tidal areas in the Puget Sound. His extensive knowledge of erosion and sediment control and digital terrain modeling has been recognized as an industry best practice and an innovation leader. Chris employs smart technology on all of his projects such as BIM, laser surveying and GPS to improve quality and eliminate rework, which accelerates construction schedules. He provides supportive leadership and effective facilitation of cross functional teams with the design and preconstruction project pre-planning, which results in a more robust and agile execution of construction. Chris will serve as Stan's direct assistant on all matters related to GC/CM delivery including procurement, pre-construction planning, bid packaging, self-performed work negotiation, payments, change orders and closeout.

Wesley Bergquist, PMP
Project Manager
OAC Services

Wesley Bergquist has over a decade of project management and construction experience in consulting, utilities, and heavy civil infrastructure projects. He has extensive knowledge of erosion and sediment control and containment. He has completed GC/CM training with the AGC. Wesley's expertise working on challenging logistical sites that required intensive planning to provide safe public access points within heavy equipment work zones will be a great asset to this project team. Has proven to be a supportive team player and is committed to providing successful results for Metro Parks Tacoma.

Dan Chandler
Principle
OAC Services

Dan leads one of the region's premier project management consulting firms. He will support the Waterfront Phase 1 project with GC/CM procurement, on-boarding, contracting and GMP negotiations. A veteran of 44 alternative delivery projects, including 30 GC/CM projects, Dan will work closely with the overall team to bring GC/CM best practices to the project and help Metro Parks Tacoma build its internal management capability.

Steve Johnson
Principal/Financial Specialist
OAC

Steve Johnson has more than 30 years of project and program management experience, including many large, complex and high security projects for Microsoft Corporation, BioMed Realty, Seattle Art Museum and public sector clients. Steve is an expert at building high functioning, integrated Owner-Architect-Contractor teams. Steve's public sector project experience includes the Snohomish County Courthouse (GC/CM), 1063 Building in Olympia, Washington (Design-Build) and the Billings Empire Parking Garage (Design-Build), in Billings, Montana.

- Provide the ***experience <u>and role</u> on previous GC/CM projects*** delivered under RCW 39.10 or equivalent experience for each staff member or consultant in key positions on the proposed project.
  (*See Attachment D for an example.)*
  See attached matrix for examples of staff experience.

- The qualifications of the existing or planned project manager and consultants.

- If the project manager is interim until your organization has employed staff or hired a consultant as the project manager indicate whether sufficient funds are available for this purpose and how long it is anticipated the interim project manager will serve.

- A brief summary of the construction experience of your organization's project management team that is relevant to the project.

- A description of the controls your organization will have in place to ensure that the project is adequately managed.

  Metro Parks Tacoma and its Owner's Representative/Advisor will implement extensive project controls and reporting systems to manage the scope, schedule, and budget, and report progress to park staff, elected officials, and the public. Detailed schedule and budget progress will be monitored and reported using the Owner's Representative's project management tools and reporting to MPT officials and stakeholders.

  Metro Parks Tacoma will be integrating existing project control systems with tools and systems unique to Heavy Civil GC/CM. Metro Parks Tacoma, a mature agency with a strong history of successful projects, will use existing tools for managing scope, schedule, budget, reporting, decision making and authority for approvals.

  OAC is currently working with Metro Parks Tacoma to further develop tools to assure efficient delivery and effective use of Heavy Civil GC/CM deliver including:
  - *Project Management Plan*
  - *Roles and Responsibilities Matrix*
  - *Estimate reporting tools*
  - *Earned value reporting*

- *Communications plans*
- *Meeting schedules*
    - *Stakeholder meetings*
    - *Weekly design and construction meetings*
    - *Monthly billing meetings*
- *GCCM Project cash flow updated monthly*
- *Contemporaneous Period analysis of the Project Master schedule.*
- *Constraint log reviewed at OAC meetings weekly*

- A brief description of your planned GC/CM procurement process.

  Preparation of the GC/CM RFQ and selection process, already underway, will be based on an OAC proven approach and modified with the latest lessons learned from other public owners. This process will include selection criteria, interviews and fee proposals.

  GC/CM Procurement

  Due to the unique nature of the Waterfront Phase I project including the extensive earthwork involved, we anticipate the need for extensive contractor outreach to encourage Heavy-Civil contractors not familiar with GC/CM but otherwise highly-qualified to participate.

  This outreach will include public advertisement, direct solicitation and encouragement of teaming and joint-venture arrangements by proposers.

  Metro Parks Tacoma is planning on a three-phased GC/CM selection model:

  1. *Public outreach followed by a Request for Qualifications*
     a. *Focusing on relevant experience, proposed team and approach*

     b. *Short list for interviews—three, possibly four firms*

  2. *Extensive interviews, site and office visits*
     a. *Focusing on team members proposed*

  3. *Fee and Specified General Conditions Bidding*
     a. *Focusing on competitive but reasonable fees*

  The GC/CM selection committee will include the Metro Parks Tacoma, OAC, and SiteWorkshop, in order to have a quantitative process that brings the best value GC/CM contractor to the project and builds the best team.

- Verification that your organization has already developed (or provide your plan to develop) specific GC/CM or heavy civil GC/CM contract terms.

  Metro Parks Tacoma, OAC and Legal Counsel (Perkins Coie and Robert Johns & Hemphill, PLLC) will prepare the contract form based on past heavy civil projects where Perkins Coie and OAC have collaborated.

  Our preferred method is to have the successful GC/CM execute the final contract after negotiating pre-construction scope and fees.

8. Public Body (your organization) Construction History:

Provide a matrix summary of your organization's construction activity for the past six years outlining project data in content and format per the attached sample provided: *(See Attachment E)*

- Project Number, Name, and Description
- Contracting method used
- Planned start and finish dates
- Actual start and finish dates
- Planned and actual budget amounts
- Reasons for budget or schedule overruns

See Exhibit C

9. Preliminary Concepts, sketches or plans depicting the project

To assist the PRC with understanding your proposed project, please provide a combination of up to six concepts, drawings, sketches, diagrams, or plan/section documents which best depict your project. In electronic submissions these documents must be provided in a PDF or JPEG format for easy distribution. Some examples are included in attachments E1 thru E6. At a minimum, please try to include the following:

- A overview site plan (indicating existing structure and new structures)
- Plan or section views which show existing vs. renovation plans particularly for areas that will remain occupied during construction.

Exhibit D includes a site plan and profile view of the steep slopes. These site plans, along with Exhibit B, demonstrate the extent of existing park adjacent to the proposed Metro Parks Tacoma Waterfront Phase 1 Project, proximity to Commencement Bay, and the limited construction access.

10. Resolution of Audit Findings On Previous Public Works Projects

If your organization had audit findings on <u>any</u> project identified in your response to Question 8, please specify the project, briefly state those findings, and describe how your organization resolved them.

Metro Parks Tacoma has been audited on multiple occasions by the Washington State Auditor's Office. Consistently, there have been no findings.

Caution to Applicants

The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria to be approved.

Signature of Authorized Representative

In submitting this application, you, as the authorized representative of your organization, understand that: (1) the PRC may request additional information about your organization, its construction history, and the proposed project; and (2) your organization is required to submit the information requested by the PRC. You agree to submit this information in a timely manner and understand that failure to do so shall render your application incomplete.

Should the PRC approve your request to use the GC/CM contracting procedure, you also understand that: (1) your organization is required to participate in brief, state-sponsored surveys at the beginning and the end of your approved project; and (2) the data collected in these surveys will be used in a study by the state to evaluate the effectiveness of the GC/CM process. You also agree that your organization will complete these surveys within the time required by CPARB

I have carefully reviewed the information provided and attest that this is a complete, correct and true application.

Signature: _____

Name: (please print) Roger Stanton

Title: Project Manager

Date: July 1st 2015

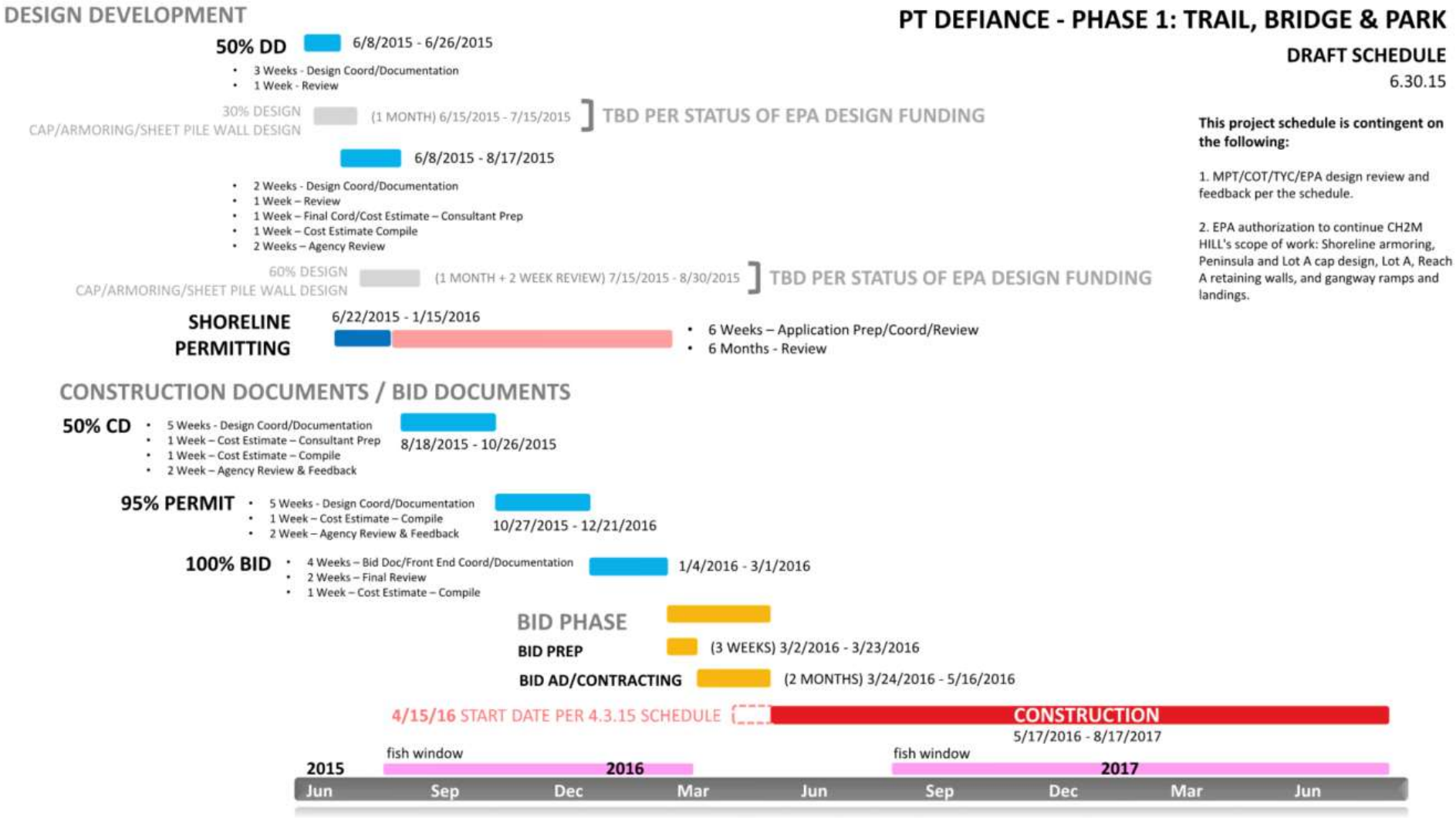
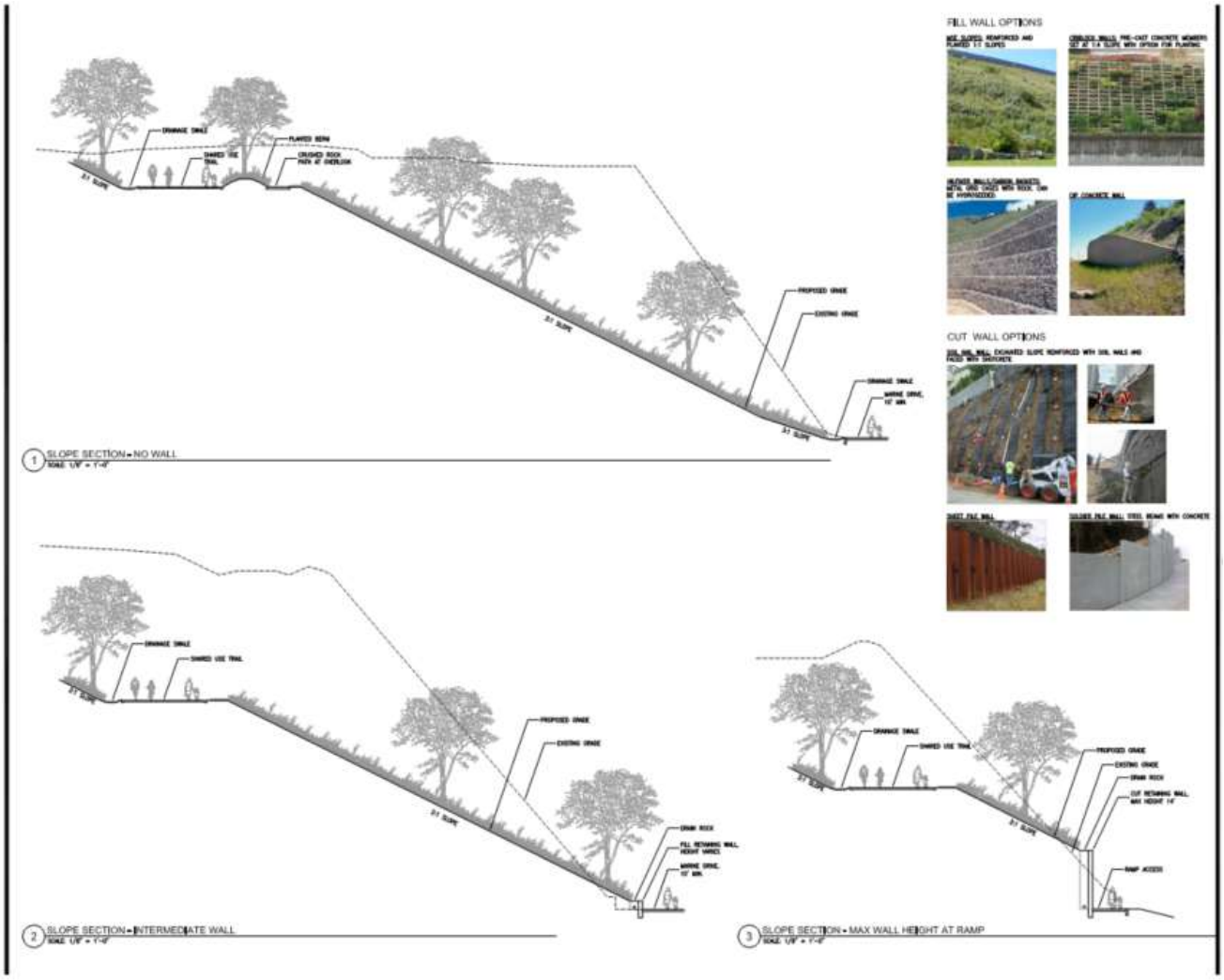

DESIGN DEVELOPMENT
PT DEFIANCE - PHASE 1: TRAIL, BRIDGE & PARK
DRAFT SCHEDULE
6.30.15
50% DD
6/8/2015 - 6/26/2015
3 Weeks - Design Coord/Documentation
1 Week - Review
30% DESIGN
CAP/ARMORING/SHEET PILE WALL DESIGN
(1 MONTH) 6/15/2015 - 7/15/2015
TBD PER STATUS OF EPA DESIGN FUNDING
6/8/2015 - 8/17/2015
2 Weeks - Design Coord/Documentation
1 Week – Review
1 Week – Final Cord/Cost Estimate – Consultant Prep
1 Week – Cost Estimate Compile
2 Weeks – Agency Review
60% DESIGN
CAP/ARMORING/SHEET PILE WALL DESIGN
(1 MONTH + 2 WEEK REVIEW) 7/15/2015 - 8/30/2015
TBD PER STATUS OF EPA DESIGN FUNDING
This project schedule is contingent on the following:
1. MPT/COT/TYC/EPA design review and feedback per the schedule.
2. EPA authorization to continue CH2M HILL's scope of work: Shoreline armoring, Peninsula and Lot A cap design, Lot A, Reach A retaining walls, and gangway ramps and landings.
SHORELINE PERMITTING
6/22/2015 - 1/15/2016
6 Weeks – Application Prep/Coord/Review
6 Months - Review
CONSTRUCTION DOCUMENTS / BID DOCUMENTS
50% CD
5 Weeks - Design Coord/Documentation
1 Week – Cost Estimate – Consultant Prep
1 Week – Cost Estimate – Compile
2 Week – Agency Review & Feedback
8/18/2015 - 10/26/2015
95% PERMIT
5 Weeks - Design Coord/Documentation
1 Week – Cost Estimate – Compile
2 Week – Agency Review & Feedback
10/27/2015 - 12/21/2016
100% BID
4 Weeks – Bid Doc/Front End Coord/Documentation
2 Weeks – Final Review
1 Week – Cost Estimate – Compile
1/4/2016 - 3/1/2016
BID PHASE
BID PREP
(3 WEEKS) 3/2/2016 - 3/23/2016
BID AD/CONTRACTING
(2 MONTHS) 3/24/2016 - 5/16/2016
4/15/16 START DATE PER 4.3.15 SCHEDULE
CONSTRUCTION
5/17/2016 - 8/17/2017
fish window
fish window
2015
2016
2017
Jun
Sep
Dec
Mar
Jun
Sep
Dec
Mar
Jun

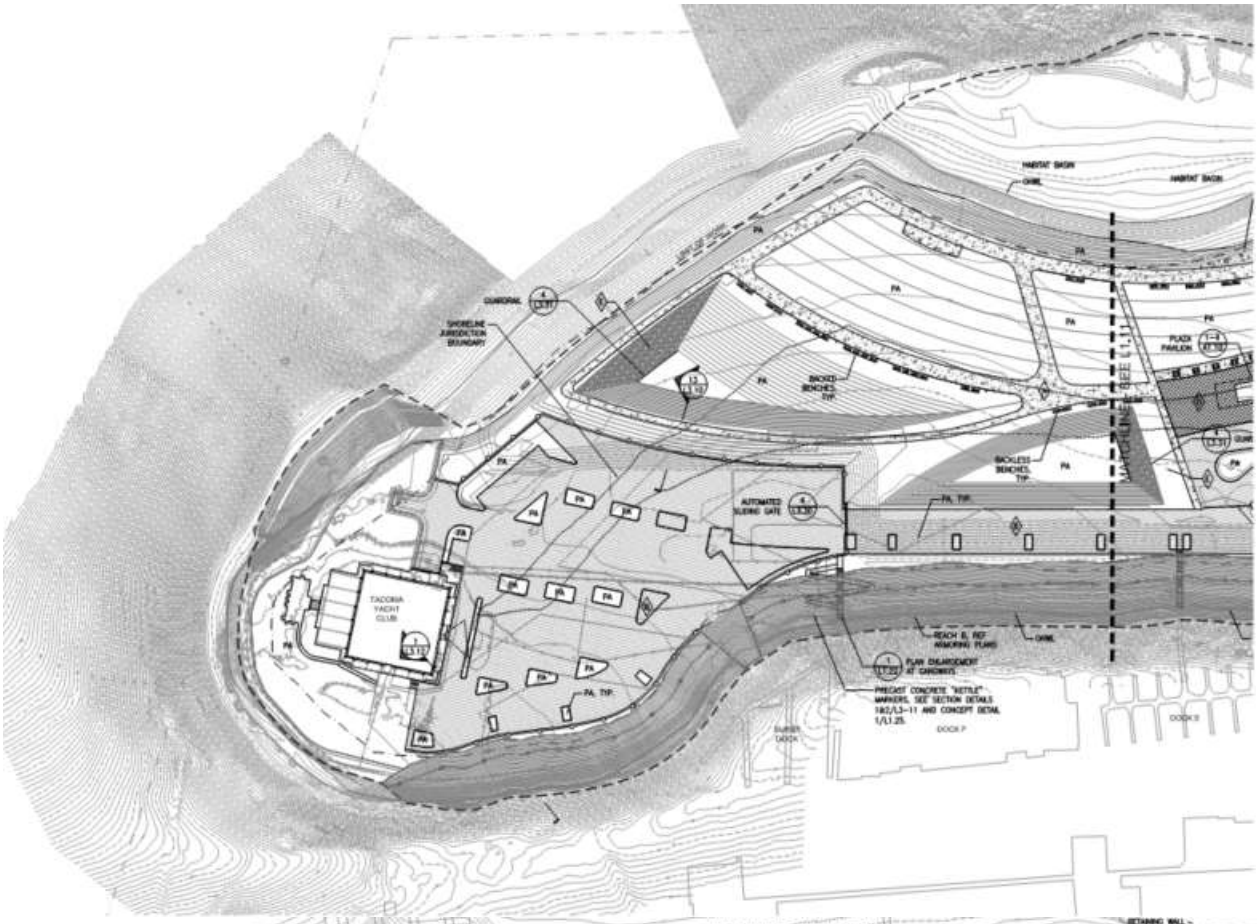
Exhibit B – Aerial Photo of Constrained Site with Limited Access

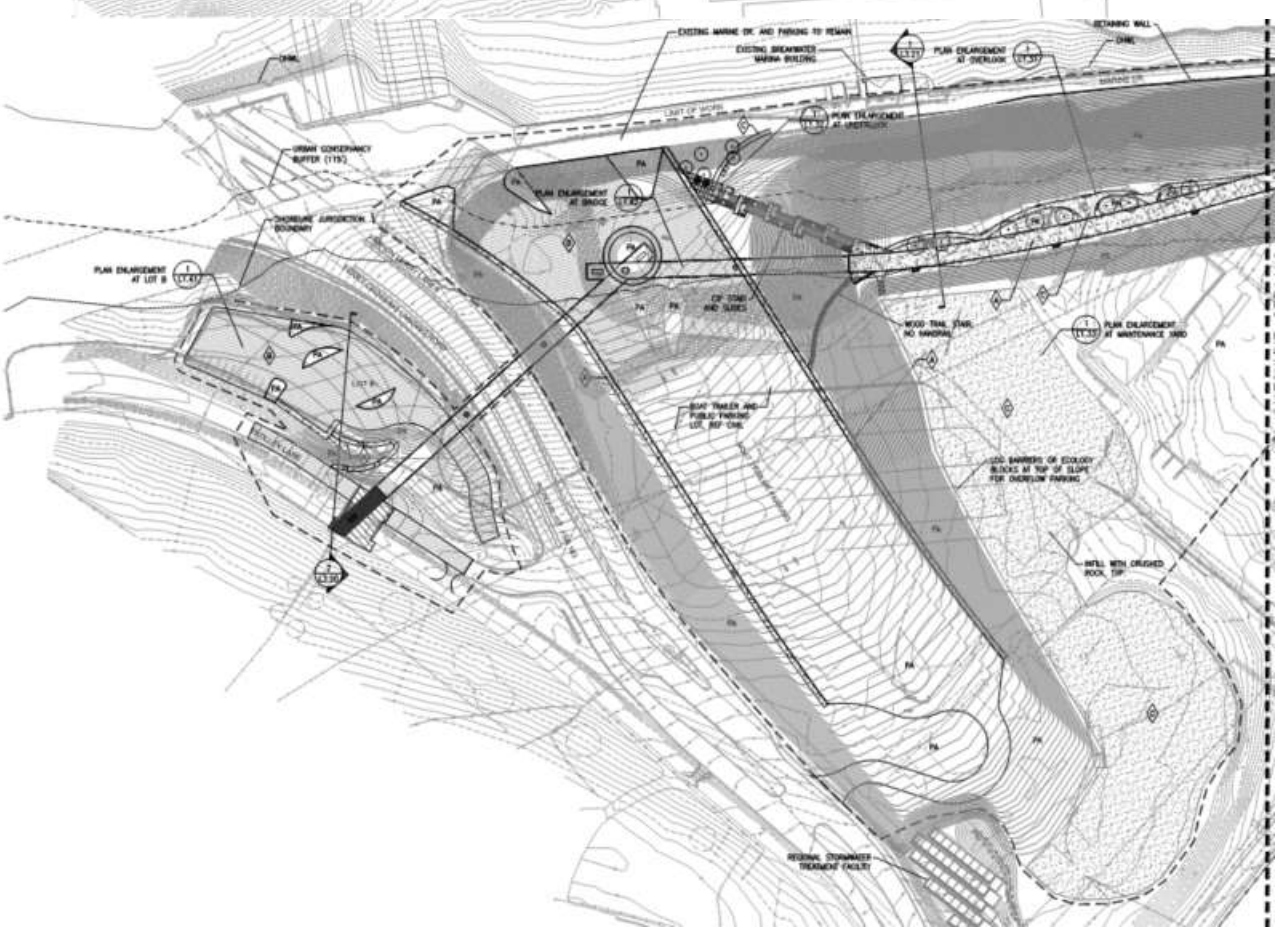
Exhibit C – Metro Parks Tacoma Construction History

Project Name	*Project Description*	*Contracting Method*	*MPT Project No.*	*Planned Start*	*Planned Finish*	*Actual Start*	*Actual Finish*	*Planned Budget*	*Actual Budget*	*Reason for Budget or schedule overrun*
Stewart Heights	Stewart Heights Park Master Plan & Development	D-B-B	N/A	Sep-09	Jun-09	Aug-08	Aug-10	$2.025M	$2.027M	Scope was ammended 3 times
TNC/Snake Lake	TNC/Snake Lake Children's Exploration Area	D-B-B	N/A	Apr-10	Jul-10	Apr-10	Mar-11	$.847M	$.843M	Final completion process took 7 months due to contractor punch-list items
Wapato Park	Wapato Park Bathhouse Renovation	D-B-B	N/A	Nov-06	Mar-07	Mar-07	Oct-08	$1.09M	$1.08M	Additional scope was discovered due to the fire damage remediation
Wright Park	Wright Park	D-B-B	N/A	Jun-07	May-08	Aug-07	Feb-09	$3.86M	$3.85M	Scope was ammended
Kandle Park	Kandle Park Improvements	D-B-B	N/A	Dec-10	Sep-11	Jan-11	Sep-12	$7.48M	$7.63M	Contractor issues during plumbing commissioning
STCC	South Tacoma Community Center Construction	D-B-B	N/A	Sep-10	Nov-11	Sep-10	Feb-12	$13.19M	$13.18M	HVAC commissioning
Point Definace Zoo	Point Defiance Pagoda Renovation	D-B-B	N/A	Apr-11	Sep-12	Apr-11	Oct-13	$6.28M	$7.6M	Additional scope was added mid-construction due to permitting requirements from the fire remediation
Point Definace Zoo	Asian Forest Sancuary	D-B-B	N/A	1-Oct	3-Mar	4-Sep	4-Aug	$10.5M	$10.1M	
Point Definace Zoo	Entry/Café/Education Center	D-B-B	N/A	2-Jan	3-Oct	4-Aug	4-Oct	$5.8M	$5.9M	Additions by owner, extreme weather delay
Multiple Capital projects 2005-2015		D-B-B	N/A					$99M	$99M	Generally on time and on budget

Name	Summary of Experience	Projects	Construction Budget	Delivery Method	Role During Project Phases		
					Pre-Design	Design	Construction
Roger Stanton, AIA Project Manager	**10 year design and construction veteran. Licensed architect. 2 years as PM for MPT**	Point Defiance Pagoda Fire Remediation/Restoration	$7M	D-B-B	Design Support	Design Support	Design PM
		YMCA - Camp Seymour Dining Lodge	$4M	Negotiated	Design PM	Design PM	Design PM
		Catholic Housing Services - Nativity House	$12M	Negotiated	Design PM	Design PM	N/A
		Swan Creek Park Phase 1	$1M	D-B-B	Owner PM	Owner PM	Pre-Con PM
		Vassault Park Soil Remediation	$3M	D-B-B	Owner PM	Owner PM	Owner PM
		Jane Clark Park Soil Remediation	$2M	D-B-B	Owner PM	Owner PM	Owner PM
Mark Brands, PE SiteWorkshop	**Civil engineer with 25 years of experience on a wide variety of public and private projects. GC/CM, DBB and D/B**	Amazon Headquarters (Rufus)	Conf	Negotiated	Civil PM	Civil PM	Civil PM
		Seattle's Children, Building Hope Expansion	Conf	Negotiated	Civil PM	Civil PM	Civil PM
		University of Washington, Montlake Tower Expansion	$215M	GC/CM	Civil PM	Civil PM	Civil PM
		Federal Center South	$74M	DB	Civil PM	Civil PM	Civil PM
Chris Heger, LSSBB Construction Director	**25 year construction industry veteran including roles as Superintendent, PM, Executive and CM**	Harborview Medical Center	$193M	GC/CM	Superintendent	Superintendent	Superintendent
		Safeway, Auburn Distribution Center	$92M	Negotiated	Superintendent	Superintendent	Superintendent
		Microsoft St. Andrews	$123M	Negotiated	Superintendent	Superintendent	Superintendent
		Virginia Mason Medical Center	$33M	Negotiated	PM	PM	PM
Dan Chandler, PE, AIA	**Construction management professional**	Mason General Hospital	$40M	GC/CM	PM PIC	PM PIC	PM PIC
		Oak Harbor WWTP	$70M	GC/CM	Advisor	Advisor	Advisor
		Olympia City Hall	$40M	D/B	PM PIC	PM PIC	PM PIC
		Nelson Service Center	$15M	D/B	PM PIC	PM PIC	PM PIC
		Tahoma High School	$120M	GC/CM	PM PIC	PM PIC	PM PIC
Dick Prentke	**Partner Perkins Coie, LLP**	Mason General Hospital	$40M	GC/CM	Atty	Atty	Atty
		Tahoma High School	$120M	GC/CM			
		Clover Park Elementary Schools	$140M	GC/CM			
		Spring Creek Pedestrian Bridge	$15M	D/B			
Wesley Bergquist, PMP	**10 years in consulting and construction management**	CRS Project PSE	$40M	Negotiated	CM	CM	CM
		South Sanborn Road Rebuild, CA	$26M	D-B-B	PE	PE	PE
		Lake Nacimiento Dam	$22M	D-B-B	PE	PE	PE
		NACO Border Fence	$56M	D-B-B	PE	PE	PE


FILL WALL OPTIONS
CUT WALL OPTIONS
1 SLOPE SECTION - NO WALL
2 SLOPE SECTION - INTERMEDIATE WALL
3 SLOPE SECTION - MAX WALL HEIGHT AT RAMP


HABITAT BASIN
DIKE
HABITAT BASIN
PA
GUARDRAIL
SHORELINE JURISDICTION BOUNDARY
BENCHES TYP
BACKLESS BENCHES TYP
PLAZA PAVILION
MAYOR LINE
SEE C.1.1
AUTOMATED SLIDING GATE
PA, TYP
TACOMA YACHT CLUB
REACH B, REF MASTERPLAN
PLAN ENLARGEMENT AT GARDENS
PRECAST CONCRETE "KETTLE" MARKERS, SEE SECTION DETAILS 1&2/L3-11 AND CONCEPT DETAIL 1/L1.25.
DOCK P
DOCK O


EXISTING MARINE DR. AND PARKING TO REMAIN
EXISTING BREAKWATER MARINA BUILDING
PLAN ENLARGEMENT AT OVERLOOK
RETAINING WALL
DIKE
LIMIT OF WORK
PLAN ENLARGEMENT AT BRIDGE
URBAN CONSERVANCY BUFFER (115')
SHORELINE JURISDICTION BOUNDARY
PLAN ENLARGEMENT AT LOT B
PA
CIP STAIR AND SLIDES
WOOD TRAIL STAIR, NO HANDRAIL
PLAN ENLARGEMENT AT MAINTENANCE YARD
BOAT TRAILER AND PUBLIC PARKING
LOG BARRIERS OF ECOLOGY BLOCKS AT TOP OF SLOPE FOR OVERFLOW PARKING
INFILL WITH CRUSHED ROCK, TYP
REGIONAL STORMWATER TREATMENT FACILITY