

KING COUNTY

- EASTSIDE INTERCEPTOR SECTION 8 REHABILITATION PROGRESSIVE DESIGN-BUILD PROJECT

Regarding the response to Section 2 – Project Total Cost:

1. Please clarify the Project Budget to clearly demonstrate compliance with RCW 39.10.320, specifically item (a) that states the following, “Reasonable budget contingencies totaling not less than five percent of the anticipated contract value.” Please clearly state the contingency amount in relation to the anticipated Progressive DB contract value.
 - The current project budget includes \$10M in construction contingency and an additional \$15M in owner project contingency, for a total of \$25M, or approximately 30% of the budget dedicated to contingencies. The project budget is broken down as follows (contingency items highlighted in blue):

Description	Amount
PDB Contract	
Design	\$8M
Construction	\$27.3M
PDB Contract Subtotal	\$35.3M
Construction Change Order Contingency (10%)	\$2.73M
Construction Contingency (25%)	\$6.83M
Total PDB Contract Contingencies	\$9.6M
Total PDB Contract, including contingencies	\$45M
Contract Administration Costs (owner, cm, etc.)	\$8.9M
Project Contingency (25%)	\$15.8M
Other related project costs*	\$8.8M
Sales Tax	\$4.5M
Total Project Budget	\$82.9M

*Other related project costs include permitting, right-of-way, sustainability, and escalation.

The project budget is based on a Class V estimate. As the project estimates evolve, the budget will include a minimum project contingency of 5% that is separate from the PDB construction contingency.

Regarding the response to Section 4– Explanation why the DB Contracting Procedure is Appropriate:

2. The answers to application questions 4 (and 6) explain the establishment of an “Alternative Delivery Committee” (ADC) that both seem to indicate the Committee only considered various Alternative delivery methods and does not provide specifics of the selection process. Please clarify the evaluation criteria or scoring matrix, or methodology used, and how:
 - a. Traditional Design-Bid-Build was considered?

Yes, Design-Bid-Build was considered as part of the selection process. The County adopted an evaluation process to determine if projects are suitable for alternative delivery, which includes two-steps. Step 1 determines if alternative delivery is a feasible delivery method for the project. Step 2 evaluates Traditional Design-Bid-Build (DBB), Progressive Design-Build (PDB), and General Contractor/Construction Manager (GC/CM) delivery methods to determine the best or optimal delivery method for the project using the following seven criteria: Project Complexity/Innovation, Project Risk, Level of Design, Project Cost, Staff Experience & Availability, Project Delivery Schedule, and Level of Oversight and Control. PDB was rated more highly in four out of seven of the criteria with a total rating of 6.7 (PDB) over 6.0 (DBB).

Type Selection Evaluation Criteria

	Weight	Weighted Average Group Rating		
		DBB	GC/CM	PDB
Project Complexity / Innovation	13%	0.6	0.8	1.0
Project Risk	17%	0.9	1.1	1.2
Level of Design	12%	0.6	0.9	0.9
Project Cost	8%	0.6	0.5	0.6
Staff Experience & Availability	11%	0.8	0.7	0.7
Project Delivery Schedule	21%	1.2	1.4	1.4
Level of Oversight and Control	18%	1.4	1.1	0.8
Total		6.0	6.5	6.7

b. How Progressive DB to be the best delivery method over GC/CM?

Utilizing the two-step process noted above, PDB scored more highly than GC/CM in the areas of Project Complexity/Innovation, Project Risk, and Project schedule based on rankings from the County evaluation team. All three of these areas are critical to the successful completion of the ESI 8 project within the available construction schedule. Early involvement of the specialty lining subcontractor for lining selection and the innovation and efficiencies gained by having a single PDB contract allows the design-builder to self-perform work and pre-select key subcontractors early in the process.

3. In reference to the last paragraph of the response to this Section, where the applicant states, “We also anticipate that the duration for design will be shorter because documentation will be done to the extent necessary for permitting and construction, ...,” please respond to the following questions:

a. What does the applicant mean by “documentation”?

Documentation refers to design documents (e.g., plans, specifications, reports) that can be used at an interim stage of development or broken into packages to support advancement of permitting processes and potential early works packages (e.g., potential early procurement of materials, installation of bypass piping) prior to completion of the full project construction documents with the input of the design-builder and the specialty lining subcontractor. In a traditional design-bid-build contracting approach, the permitting would be acquired prior to the advertisement of the construction work, thus the details would be determined without the input of the subcontractor completing the work. The ability to engage the subcontractor early in the process allows us to incorporate the expertise and innovation of the subcontractor prior to, and concurrently with permitting submittal. This allows the project team to align the permit packages with the construction sequencing to allow for a more efficient permitting process.

b. Have the local permitting authorities been informed with the applicant’s plan to deliver the project via Progressive DB method, and agreed to facilitate the approach accordingly? For example – breaking out design into packages and early packages, starting construction while remaining design is in progress, etc.

CAPITAL PROJECTS ADVISORY REVIEW BOARD

PROJECT REVIEW COMMITTEE

QUESTIONS RE: PROJECT APPLICATION

Meeting Date: January 26, 2023

WTD is anticipating that permits will be required from at least three agencies: King County, WSDOT, and City of Bellevue. The project team has informed County and WSDOT stakeholders of the planned PDB approach, and begun corresponding about permitting requirements (e.g., WSDOT right-of-way crossings for bypass piping). The City of Bellevue has not been informed of the planned delivery method. The County plans to continue early conversations with each permitting agency once we receive PRC approval, but discussion of specific plans (e.g., details of affected locations and timing) await selection of a PDB team and their input.

Regarding the response to Section 6 – Public Body Qualifications and in reference to Attachment E “Project Organization Chart”:

4. Please clarify the role of the role of the Construction Management firm as part of the OA. Are they to provide advise only or to support the day-to-day execution of the Progressive DB contract?

The specific division of roles and responsibilities between County staff and the OA team are yet to be finalized, but the OA team includes a Resident Engineer to support the County during construction, and at a minimum will be providing oversight and advice during the construction phase. The County has very robust construction management capabilities in-house, and we anticipate that the County will provide CM functions including on-site inspections and oversight, review of pay applications, etc., supported by the OA team where needed.

5. Please elaborate Tony Robinson’s role. Project Representative (CM) with 10% design oversight and 100% construction oversight.

WTD has a Construction Management (CM) work group that takes on key tasks of contract management during the implementation of construction contracts. Tony will be the on-site representative of the County responsible for overseeing and monitoring construction by the design-builder. We plan to involve Tony during design (represented by the 10% commitment) so that he can understand the project and provide input, with a transition to full-time during the construction phase. Tony will provide the day-to-day coordination with the CM consultant staff and the design-builder.

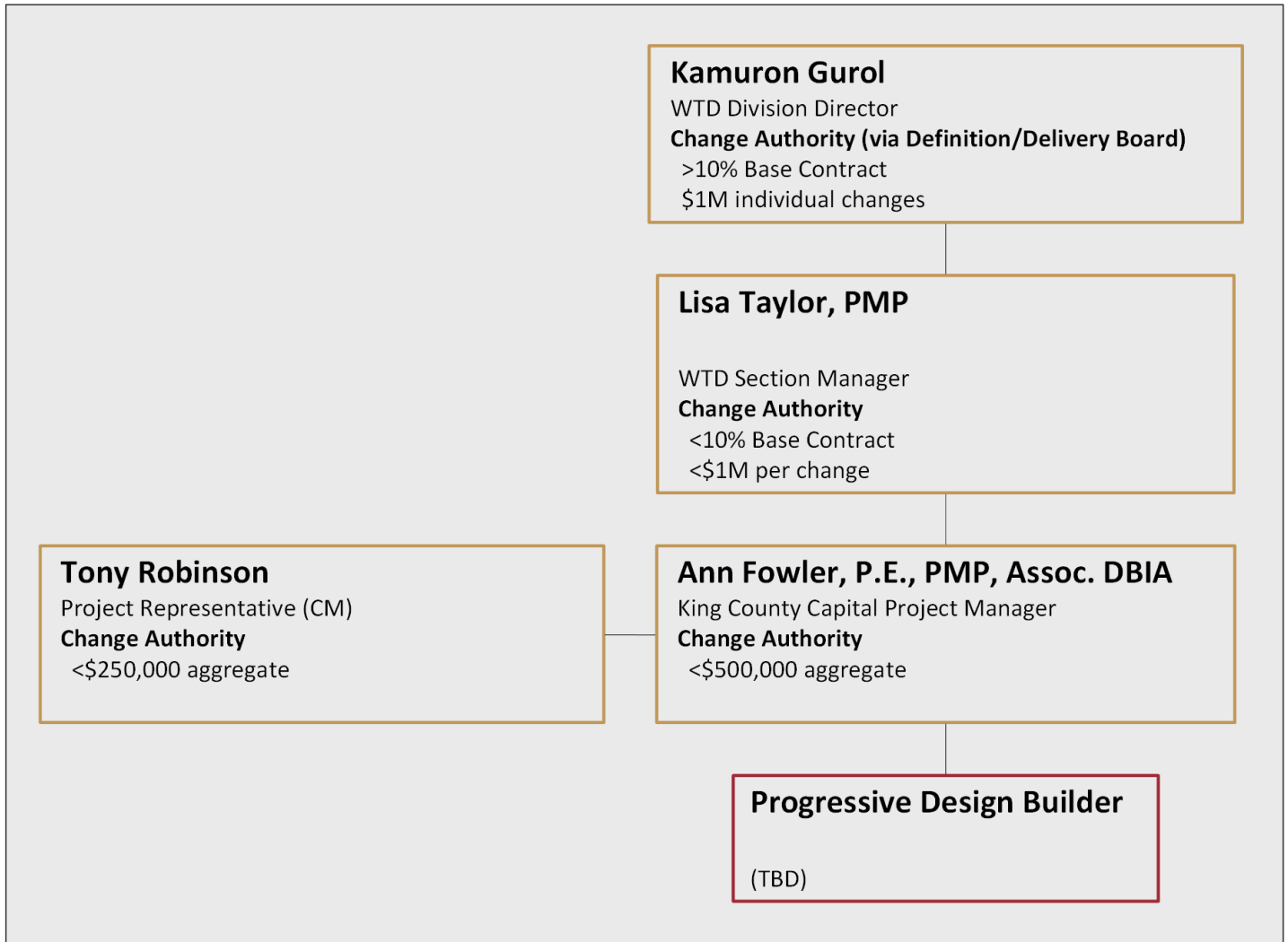
6. Please explain how KCWTD is going to make sure they provide continuous and consistent management support for the Design-Builder to progress the project - from the start of design all the way to end of construction.

KC has a full-time project manager assigned to the project, from the beginning of procurement to the end of construction. In addition to the established project management organizational structure within KCWTD, the project team will establish a Project Governance Structure with the PDB to provide defensible and timely decisions that allow the project to move forward expeditiously while ensuring the best interests of KC are being served. The governance structure will be developed at the beginning of the project upon award of the PDB contract and will remain in place throughout the project. The County team will be supported by PDB delivery experts on the OA team, who can help the County and DB work through and resolve management, technical, and contractual questions, and issues as they arise.

7. Please explain the decision-making authority within the KCWTD to facilitate timely decision or resolution to issues to support the Design-Builder’s progress.

As the Project Manager, Ann has the authority to authorize decisions of the project team within the scope, budget, and contingencies of the project, as well as change authority up to an aggregate of \$500,000. Changes beyond Ann’s level of authority are approved by upper management through the established

change review protocols for construction contracts as outlined in the chart below.



Regarding Scope/Logistics:

8. Please describe the plan to protect and secure such a large above ground bypass, running 24/7, over this distance for the project duration. Will crossings of the bypass have to be accommodated?

By limiting tunnel lining work to dry weather months, we anticipate being able to use a sewage diversion pipeline that is substantially smaller than the ESI tunnel, but still sizable. Minimal road crossings are anticipated due to the use of the Eastside Rail Corridor as the diversion route. The diversion alignment is anticipated to be mostly on-grade (e.g., along the Eastside Rail Corridor) and below grade as needed to cross under I-405 in the vicinity of Coal Creek Parkway. The location and details of the diversion piping alignment is an area where DB input is desired. During sewer diversion operations, protection and security for the diversion pipeline will be the responsibility of the DB. The County will require monitoring and inspection of overland piping throughout the construction phase.