



TO: Board of Contracts and Awards
FROM: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer /KDK
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COPY: City Council, City Manager, City Clerk, SBE Coordinator, LEAP Coordinator, Chuck Blankenship, Finance/Purchasing and Mark D’Andrea, Professional Engineer, Engineering Division
SUBJECT: Pedestrian Crossing Improvement Project, Specification No. PW14-0171F – September 16, 2014
DATE: September 2, 2014

SUMMARY:

The Public Works Department recommends a contract be awarded to Active Construction, Inc. (ACI), Puyallup, WA, for the design and construction of pedestrian crossing improvements at various locations across the City. The contract amount reflects a total award of \$2,523,400, sales tax not applicable. This is a Design-Build contract where ACI is teamed with the design firm BCRA, Inc. of Tacoma, WA.

STRATEGIC POLICY PRIORITY:

- Plan for and improve public infrastructure that meets the transportation needs of all Tacoma residents and visitors.

This project improves pedestrian crossings at over 50 locations across the City. These improvements include pavement markings (crosswalks, stop bars), curb ramps, bulbouts, pedestrian activated traffic signals, lighting, signage and flashing beacons.

BACKGROUND:

The Public Works Department considered two approaches in the delivery of the Pedestrian Crossing Improvement project. The City typically uses a Design-Bid-Build (DBB) approach requiring separate contracts for the development of the plans/specifications and construction. As part of this process, the City typically selects an architectural and engineering (A&E) firm to complete the design set then solicits for bids to construct the project. The A&E and construction contractors are hired through separate contracts and work independently. The A&E contractor is selected based on qualifications and the construction contractor is selected based solely on cost (low bid).

The second approach considered for the Pedestrian Crossing Improvement project was a Design-Build (DB) approach. The City is certified to use the DB procedure under RCW 39.10.270 and has four professionals registered with Design-Build Institute of America (DBIA) in the Public Works Engineering Project Delivery group. The DB approach allows a more collaborative team approach to the project with the design engineer and contractor partnering to complete and deliver the project. The team works together to complete the design and construction and isn’t limited to the linear approach of DBB. Construction can begin before full design of the project is complete. The design engineer has the advantage of working with the contractor who will build the project to identify potential issues and incorporate efficiencies making the project more constructible with fewer changes in the field. The DB competitive selection process allows for consideration of the design engineer qualifications, contractor qualifications, proposed project approach and cost.

Staff considered the DB team approach with early contractor involvement to be a substantial advantage over the DBB approach for this project due to the nature of the work and the need for close collaboration between the design and the construction teams. One of the more significant issues on Public Works



projects in recent years has been problems with the construction of ADA-compliant ramps and crossings. ADA requirements for slope, ramp geometry, and tie-in to existing infrastructure almost always lead to changes in the field, additional design work, and substantial City staff time spent to ensure ramps are compliant. With the focus of this project being in large part ADA-compliant ramps and crossings, staff focused on identifying ways to minimize these issues and expects the DB approach will lead to fewer field changes and less staff time spent in the field on redesign. Therefore, the DB project delivery process was chosen for the Pedestrian Crossing Improvement project.

The specific intersections and their respective improvements were identified through a public outreach process that included public meetings, surveys, social media feedback and outreach to local stakeholders between February and July, 2014. Over 650 responses were received during this outreach period, yielding the identification of 310 unique pedestrian crossing improvement locations. As the number of requests exceeded the available funds, the locations were ranked for each Council District based on community-identified priorities. Improvement sites were then chosen by rank, funded with an allocation of \$1,000,000 for the downtown area and \$300,000 per Council District. The project, including outreach, site prioritization, and project updates, was presented to the Bicycle and Pedestrian Technical Advisory Group on both February 24 and June 16, 2014, and to the Transportation Commission on June 18, 2014. The project was also discussed with the Infrastructure, Planning, and Sustainability Committee on July 9, 2014, in the update on Public Works and Environmental Services 2014/2015 projects.

ISSUE: Design and construction of pedestrian crossing improvements at over 50 intersections across the City. Improvements proposed at each location are based on the feedback received from the outreach process described above, and applicable engineering criteria. These improvements may include pavement markings (crosswalks, stop bars), curb ramps, bulbouts, pedestrian activated traffic signals, lighting, signage and flashing beacons. Work is expected to begin in October and conclude in summer 2015. The total project cost estimate including public outreach and intersection prioritization, consultant services, Design-Build team procurement, project management, construction management, inspection and construction is \$3,406,894, sales tax not applicable.

ALTERNATIVES: In addition to the DBB approach discussed above, an alternative to completing this work is to address intersection improvements in conjunction with other City construction projects. Although funding for the pedestrian improvements would be included in each project’s general budget, the location of the improvement would be project-specific and not based on community feedback or priorities and the timeframe over which the work could be completed would be significantly longer.

COMPETITIVE SOLICITATION: In accordance with RCW 39.10.330, a two-phased solicitation approach was utilized to identify the most responsive DB team. Three companies were invited to submit qualification packages in addition to the normal advertising of the project.

Under Public Works Specification Number PW14-0171F, Requests for Qualifications (RFQ) were opened on June 24, 2014. Three qualification packages were received and scored by the Selection Committee based on the team’s organizational structure, key staff, project experience, capability to perform/workload, and their accident prevention program. All three submittals met the general requirements and were allowed to enter the Proposal phase of the solicitation process.

Request for Proposals (RFP) were opened on August 5, 2014, with two of the original three teams submitting proposals. Proposals were evaluated based on both technical and price criteria. Technical points were awarded based on the level and quality of design and the constructability/construction approach for an identified/test intersection, sustainable strategies incorporated into the work, Small



Business Enterprise participation, the team’s experience (ranking from the RFQ stage), and the ability to meet time and budget requirements. Price-based points were awarded based on a proposed construction cost for the test intersection (designed in the technical submittal), and the project fees/mark-ups proposed by the Design-Builder (including the Constructor, Designer, and subcontractors).

The results of the RFQ and RFP phases of the solicitation are as follows:

<u>RFQ Respondent</u>	<u>Location (city and state)</u>	<u>RFQ Rank</u>
Johansen Excavating, Inc.	Buckley, WA	1
Tucci & Sons, Inc.	Tacoma, WA	2
Active Construction, Inc.	Puyallup, WA	3

<u>RFP Respondent</u>	<u>Location (city and state)</u>	<u>Final Ranking</u>
Active Construction, Inc.	Puyallup, WA	1
Johansen Excavating, Inc.	Buckley, WA	2

CONTRACT HISTORY: New contract.

SUSTAINABILITY: Active Construction, Inc. has set sustainability goals for the project, including diverting 75 percent of the construction waste to recycling centers, 90 percent of the demolished pavement to asphalt recycling centers, and focusing on paperless communications.

SBE/LEAP COMPLIANCE: The recommended contractor is in compliance with the Small Business Enterprise (SBE) Regulation requirements per memorandum dated August 28, 2014. Points were awarded during the RFP process to the DB team with the highest SBE goal and most complete SBE outreach plan. The SBE goal submitted by ACI for this project is 2 percent. The Local Employment and Apprenticeship Training Program (LEAP) goal will be 15 percent of the total construction labor hours.

RECOMMENDATION:

Although ACI ranked third in the RFQ phase of the solicitation, all three teams were well qualified and scored within 21 points of each other (out of a possible 400 points). In the RFP phase, ACI excelled in both the technical and price portions of the evaluation and ranked first. Therefore, the Public Works Department recommends a contract be awarded to Active Construction, Inc. for the design and construction of pedestrian crossing improvements at various locations across the City. The contract amount reflects a total award of \$2,523,400, sales tax not applicable. This is a Design-Build contract where ACI is teamed with the design firm BCRA, Inc. of Tacoma, WA.



FISCAL IMPACT:

EXPENDITURES:

FUND NUMBER & FUND NAME *	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
1060-Transportation Capital Fund	PWK-00426	5600000	\$2,523,400
TOTAL			\$2,523,400

* General Fund: Include Department

REVENUES:

FUNDING SOURCE	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
General Fund Contribution	PWK-00426	6311010	\$2,250,000
Capital Projects REET Fund 3211-REET	PWK-00426	6311064	\$273,400
TOTAL			\$2,523,400

POTENTIAL POSITION IMPACT: N/A

POSITION TITLE	PERMANENT/ PROJECT TEMPORARY POSITION	FTE IMPACT	POSITION END DATE
TOTAL			

This section should only be completed if a subsequent request will be made to increase or decrease the current position count.

FISCAL IMPACT TO CURRENT BIENNIAL BUDGET: \$220,000, sales tax not applicable.

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes

IF EXPENSE IS NOT BUDGETED, PLEASE EXPLAIN HOW THEY ARE TO BE COVERED.

Expenses are budgeted and covered.