



TO: Board of Contracts and Awards
FROM: Kurtis D. Kingsolver, P.E., Director /City Engineer, Public Works /KDK
Chris Storey, Engineering Project Manager, Public Works
COPY: City Council, City Manager, City Clerk, SBE Coordinator, LEAP Coordinator, and
Doreen Klaaskate, Finance/Purchasing
SUBJECT: Puyallup River Bridge F-16A&B Replacement Design-Build Project
Specification No. PW16-0302F – June 6, 2017
DATE: May 18, 2017

SUMMARY:

The Public Works Department recommends a contract be awarded to Guy F. Atkinson Construction, LLC, Renton, WA, in the amount of \$30,650,000, sales tax not applicable, plus a five percent contingency, for a cumulative total of \$32,182,500, budgeted from the Transportation Capital Fund 1060, for the replacement of a portion of the Puyallup River Bridge.

STRATEGIC POLICY PRIORITY:

- Strengthen and support a safe city with healthy residents.
- Assure outstanding stewardship of the natural and built environment.

The project will replace the bridge infrastructure and improve the transportation system for pedestrians, bicycles and vehicles.

BACKGROUND:

The Puyallup River Bridge opened in 1927, spanning the Puyallup River and both the Union Pacific and BNSF railroad mainlines. In 2013, after more than 85 years of nearly trouble-free service, inspections revealed that age and the elements were impacting the structural integrity of the Puyallup River Bridge and replacement was becoming necessary.

The entire Puyallup River Bridge consists of six segments. The project will replace two segments (F16A and F16B) of the bridge over the BNSF and Union Pacific rail lines and will also replace the western approach span connecting the bridge to Portland Avenue (F22). No work is anticipated on the other bridge segments spanning the Puyallup River. Design review of the final bridge design will be required by both railroads and the Washington State Department of Transportation (WSDOT). Construction will require a complete bridge closure impacting traffic in the area.

This project has been awarded two federal grants, a Bridge Replacement Advisory Committee grant and a Surface Transportation Program grant. The project also received two state grants from the Washington State Department of Commerce and the Freight Mobility Strategic Investment Board.

The design-build selection process started in November 2016, with Public Works advertising the Request for Qualifications (RFQ), reviewing and scoring the ten statements of qualifications received, and selecting the top three design-build teams to move on to the next step. In January 2017, Public Works issued the Request for Proposals (RFP) to the three finalists. Each design-build team submitted proposals and preliminary designs for scoring in April 2017. The proposals represented three different types of steel and concrete girder bridge designs. The proposals were scored for consistency with the design-build practices for best value considering both technical and cost components. The winning Design-Build team is Guy F. Atkinson Construction, LLC, in association with the design firm Jacobs. Their design includes a continuous span precast concrete girder bridge.



ISSUE: The Puyallup River Bridge is in need of replacement. Previous design work for a proposed cable stayed bridge proved financially unviable in 2013, and required a re-engineered project methodology in order to protect the federal grants acquired to replace the bridge. In February 2016, an Alternative Assessment Workshop (workshop) was completed with WSDOT and other agencies and professionals to determine if the project should move forward. The workshop determined that the project was of value to the region and the bridge should be replaced. Following the workshop, the design-build procurement process was determined to be the only way to secure federal funding prior to the December 2016 obligation deadline.

ALTERNATIVES: The alternative to moving forward with final design and construction using the design-build process is to do nothing and return the funding to the federal granting agencies.

COMPETITIVE SOLICITATION: In accordance with RCW 39.10.330, a two-phased solicitation approach was utilized to identify the most responsive and best value design-build team. Three companies were invited to submit qualification packages following the advertising process for the RFQ.

Under Public Works Specification No. PW16-0302F, the RFQ portion of the solicitation was opened on October 25, 2016. Ten qualifications packages were received and scored by the Selection Committee based on the team’s organizational structure, key staff, project experience, projected workload, and Disadvantaged Business Employment (DBE) Management. All ten submittals met the general requirements. The three highest scoring teams were then invited to enter the Proposal phase of the solicitation process.

<u>RFQ Respondent</u>	<u>Location (city and state)</u>	<u>RFQ Rank</u>
Hamilton Construction Company	Springfield, OR	1
Max J. Kuney Company	Spokane, WA	2
Guy F. Atkinson Construction, LLC	Renton, WA	3
Parsons Construction Group	Sumner, WA	4
Quigg Bros, Inc.	Aberdeen, WA	5
Kiewit Infrastructure West Co.	Vancouver, WA	6
Flatiron West, Inc.	Renton, WA	7
Graham Contracting Ltd.	Bellevue, WA	8
Shimmick Construction Company, Inc.	Oakland, CA	9
American Bridge Company	Coraopolis, PA	10

RFPs were opened on April 18, 2017, from all three finalists. Proposals were evaluated based on both technical and price criteria. Technical points were awarded based on duration of bridge closure, impacts to the railroads and neighboring properties, forward compatibility, qualifications (carried over from the RFQ), environmental stewardship and sustainability, project concept, and management. Price based points were awarded based on the overall construction and design costs for the project.



<u>RFP Respondent</u>	<u>Location (city and state)</u>	<u>RFP Rank</u>
Guy F. Atkinson Construction, LLC	Renton, WA.	1
Max J. Kuney Company	Spokane, WA	2
Hamilton Construction Company	Springfield, OR	3

Design/Construction Limit: \$30,675,000
All three of the RFP respondent’s costs were below this limit.

CONTRACT HISTORY: New contract.

SUSTAINABILITY: Sustainability and life cycle costs were a scoring element of the RFP. Sustainable measures include LED streetlights, recycling of demolition materials, and installation of native plants.

DISADVANTAGED BUSINESS ENTERPRISE (DBE): The recommended contract is in compliance with 49 Code of Federal Regulations Part, per WSDOT memorandum dated May 9, 2017. The DBE goal for this project is 12 percent, with 1 percent to be met by design and engineering services. The contractor’s DBE participation plan is at 12.06 percent. The designated training hours for this project are 2000 hours.

RECOMMENDATION:

The Public Works Department recommends a contract be awarded to Guy F. Atkinson Construction, LLC, Renton, WA, in the amount of \$30,650,000, sales tax not applicable, plus a five percent contingency, for a cumulative total of \$32,182,500, budgeted from the Transportation Capital Fund 1060, for the replacement of a portion of the Puyallup River Bridge.

FISCAL IMPACT:

EXPENDITURES:

FUND NUMBER & FUND NAME *	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
Transportation Capital Fund 1060	PWK-00274	5600000	\$32,182,500
TOTAL			\$32,182,500

* General Fund: Include Department



REVENUES:

FUNDING SOURCE	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
Federal Grant (BRAC)	PWK-00274	4333240	\$10,939,689
Federal Grant FHWA (STP)	PWK-00274	4333240	\$12,200,000
State Grant (FMSIB)	PWK-00274	4334270	\$4,000,000
State Department of Commerce	PWK-00274	4334360	\$4,084,362
Real Estate Excise Tax (REET2)	CIP-00038-EX	6311102	\$404,183
Port of Tacoma	PWK-00274	4345221	\$500,000
Motor Vehicle Fuel Tax	661307	6311067	\$54,266
TOTAL			\$32,182,500

FISCAL IMPACT TO CURRENT BIENNIAL BUDGET: \$32,182,500

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes

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

N/A