

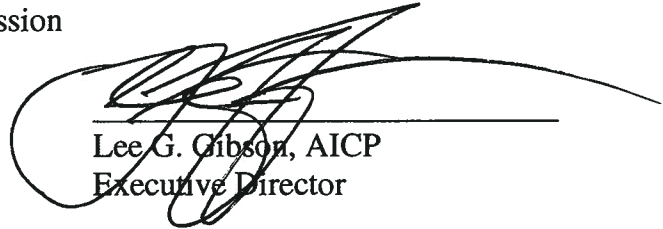


February 17, 2012

**AGENDA ITEM 5.5**

**TO:** Regional Transportation Commission

**FROM:** Garth Oksol, P.E.  
Project Manager

  
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Lee G. Gibson, AICP  
Executive Director

**SUBJECT: Selection of the Construction Manager at Risk (CMAR) for Pre-Construction Services for Phase 1 of the SouthEast Connector Project.**

**RECOMMENDATION**

Receive the final rankings of candidates from the Request for Proposals (RFP) for Construction Manager at Risk (CMAR) Pre-Construction Services for Phase 1 of the SouthEast Connector; authorize the Executive Director to negotiate the contract with the number one (1) ranked applicant and either execute the contract or terminate negotiations.

**SUMMARY**

The procurement of a Construction Manager at Risk for pre-construction services was conducted in accordance with NRS 338.169. Three (3) firms were interviewed on January 11, 2012, at the Airport Plaza Hotel and included Granite Construction, Kiewit and Q&D Construction. The evaluation team consisted of representatives from the Cities of Reno and Sparks, the RTC, Washoe County, NDOT, and the Associated General Contractors (AGC).

The oral interviews consisted of a presentation by the teams and pre-determined questions from the evaluation committee. The final selection was based upon the interview only, as required in NRS 338.1693.

The results of the interviews are summarized below and show the raw interview score by panel member. The highest total score is the highest ranked proposer and the recommended firm.

**Interview Scoring Summary**

<b>Evaluator</b>	<b>Kiewit</b>	<b>Granite</b>	<b>Q&amp;D</b>
Reno	85	77.5	88.75
Sparks	95	88.75	92.75
Washoe County	91	94	89.5
NDOT	93.25	83.25	74
AGC	88.25	86	89.5
RTC	93	95	90
RTC	91	90	85.5
<b>TOTAL</b>	<b>636.5</b>	<b>614.5</b>	<b>610</b>

The strengths of each team are summarized below:

The Granite team presented a management team with both local and national project experience, including 16 CMAR/GC projects. They have performed 20 projects that involved working in the Truckee River in the last 10 years. The subcontractors listed in the proposal included Utah Pacific which is a steel fabricator who could supply the steel bridge girders. The team is familiar with the delivery method and with the use of an independent cost estimator representing the owner. The team had several ideas for innovation and overall presented their knowledge experience and abilities well.

The Kiewit Western team presented their management team which has national experience with the CMAR/GC delivery method, completing 29 projects. Their team experience, approach to assessing risks and knowledge of subcontractor procurement under CMAR/GC was very good. They stated in the interview that Kiewit Western would perform 25% of the work and subcontract the remaining 75%. Their experience in developing Guaranteed Maximum Prices (GMP) was extensive. The interview questions were answered well, demonstrating their thorough knowledge of the delivery method and local project issues. No subcontractors were identified during the interview although it was noted that a subcontracting plan would be developed in collaboration with the project owner and in accordance with NRS 338. Key elements of this plan included an education program to teach prospective subcontractors about the CMAR/project subcontracting process through open houses and workshops. This would optimize local involvement and ensure quality subcontractors are selected.

The Q&D team presented a strong local management team with experience in delivering six (6) CMAR building projects. They understood the delivery method and presented good ideas for innovation, offering co-location for the project team and representing partnering as the key to this project's success. They also have experience working within the Truckee River and have good relationships with critical stakeholders including the Flood Project and TMWRF.

The scope of work for the pre-construction agreement will include constructability reviews during design development, value engineering, risk assessment/mitigation, development of a subcontracting plan, subcontractor procurement, project coordination, cost estimating, and development of the project schedule. Final pricing negotiations of the Guaranteed Maximum Price (GMP) will conclude the preconstruction agreement. The final GMP will then be brought back to the Board for approval and will be the basis for the construction agreement. In the event that the RTC and the CMAR are not able to reach agreement on the GMP, the Board may choose to publicly advertise the Phase I construction for bids.

Entering into an agreement for Phase I preconstruction services does not commit the RTC for the Phase I construction or any work beyond the scope of the preconstruction CMAR services.

The preliminary project cost estimates by phase are shown below:

<b>Project Phase</b>	<b>Cost Range</b>
Phase I CMAR Preconstruction	\$200,000 - \$450,000
Phase I Construction*	\$40,000,000 - \$45,000,000
Phase II CMAR Preconstruction	\$275,000 - \$680,000
Phase II Construction*	\$55,000,000 - \$68,000,000
Engineering	\$21,000,000 - \$23,000,000
Right of Way	\$31,000,000 - \$38,000,000

\*Includes construction engineering

**FISCAL IMPACT**

Appropriations for the project design and construction services have been approved in the FY 2013 Regional Road Impact Fee Program of projects and funds are included in the FY 2012 RTC approved budget.

**PREVIOUS ACTIONS BY BOARD**

- December 16, 2011            Approved the short list of candidates.
- October 21, 2011            Approved the RFP for the selection of a Construction Manager at Risk for Phase 1 of the SouthEast Connector.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations regarding this agenda item.

