

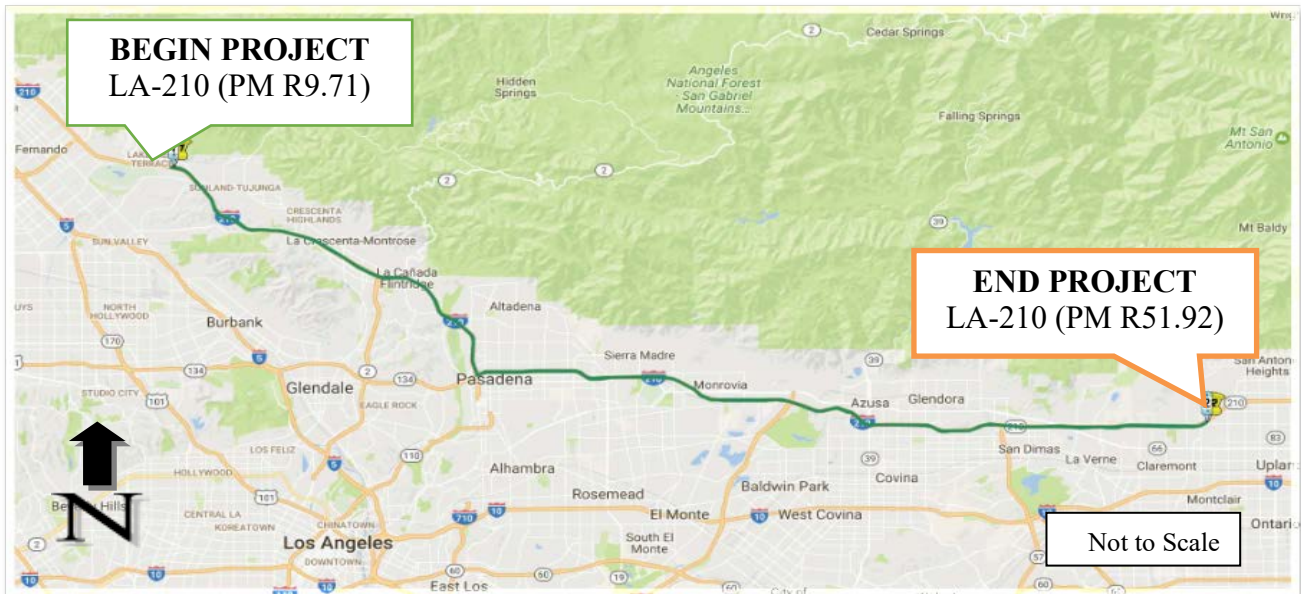
**DESIGN-BUILD
NOMINATION FACT SHEET
07-LA-210-R9.71/R51.92
EA 07-32680 (PID 0716000119)**

Project Description

This project proposes to construct and/or upgrade existing pedestrian facilities at the on and off ramps and frontage roads to meet current Americans with Disabilities Act (ADA) standards along Route 210. The project limits extend from the west at Sunland Boulevard to Baseline Road in the east near the Los Angeles/San Bernardino County Line, in Los Angeles County.

This project will improve pedestrian accessibility at various locations within the project limits, to be in compliance with the ADA of 1990 and provide continuity and mobility for pedestrians with disabilities and enhance pedestrian safety.

Project Vicinity Map



Project Proposal

This project has an approved Project Study Report (PSR), dated June 21, 2017 with proposed programming for 2021/2022 State Highway Operation and Protection Program (SHOPP), under the ADA Curb Ramp Program, 201.361. Based on the PSR, anticipated Environmental Document (ED) is Categorical Exemption/Categorical Exclusion, and no Right of Way (R/W) acquisition is anticipated.

The ADA Act of 1990 and the California Code Section 4450 prescribes that facilities must be accessible to persons with disability. Therefore, this project will improve access and mobility for pedestrians with disability by installing, reconstructing, and upgrading ADA compliant curb ramps and Accessible Pedestrian Signals (APS), where needed.

Schedule

Current Project Delivery Schedule

Project Milestones		Milestone Date (Month/Day/Year)	Duration (Month)
PA & ED	M200	12/01/2019	18
PROJECT Plans, Specs & Estimates (PS&E)	M380	05/01/2021	18
RIGHT OF WAY CERTIFICATION	M410	07/30/2021	20
READY TO LIST	M460	08/30/2021	21
AWARD	M495	02/01/2022	5
APPROVE CONTRACT	M500	03/01/2022	1
CONTRACT ACCEPTANCE	M600	03/01/2025	36
END PROJECT	M800	05/01/2027	26

Proposed Delivery schedule through Design-Build (DB) process

Project Milestones		Milestone Date (Month/Day/Year)	Duration (Month)
PA & ED	M200	12/01/2019	18
REQUEST FOR QUALIFICATIONS (RFQ)	NA	09/01/2019	4
SHORTLIST PROPOSER	NA	01/01/2020	1
REQUEST FOR PROPOSAL (RFP)	NA	02/01/2020	1
ADVERTISE CONTRACT	NA	07/01/2020	5
AWARD CONTRACT	M495	08/01/2020	1
APPROVE CONTRACT	M500	09/01/2020	1
FINAL RIGHT OF WAY CERTIFICATION	M460	02/01/2023	30
CONTRACT ACCEPTANCE	M600	08/01/2023	36
END PROJECT	M800	11/01/2025	27

Based on target dates for DB delivery, this process will decrease project delivery duration by approximately 18 months (1-1/2 years).

Cost/Funding

The following is proposed programming needs for DB delivery process:

Phase	Description	Estimate (\$x1000)	Comment
0	PA&ED	\$1,400	
1	Project PS&E	\$7,000	\$1,400k for Caltrans \$5,600k for the Design Builder.
2	Right of Way Support	\$2,450	
3	Construction Support	\$4,900	70% of estimated Construction support
4	Construction Capital	\$6,580	\$4,480k Construction Capital \$2,100k Construction Support for Design Builder
9	Right of Way Capital	\$4,098	Inclusive of cost escalation to 2025
	Total	\$26,428	

Permits/Agreements

Project proposes to construct improvements within Caltrans RW, however, due to the proximity of work, some locations may need permits from adjacent cities.

In addition, based on anticipated ED, no agreements are anticipated.

Utilities

PSR has identified numerous utility conflicts that will need potholing for positive identification to meet utility clearance requirements. In addition, risk register for PSR has identified potential risk of unidentified utilities that may impact cost and schedule. In order to reduce the risk for Design Builder, Caltrans will need to complete subsurface investigation of potholing activities prior to issuance of RFP.

Transportation Benefit

The project is ADA dedicated project. The focus is to meet ADA compliance through construction, modification, and/or upgrade of existing curb ramps. Therefore, committing this project as DB will expedite delivery of compliant facilities.

Public/Political Support of Project

Public, who use the facility, will benefit on use of ADA compliant curb ramps.

Why is this project a good design-build candidate?

There are few contributing factors that will promote this project as DB candidate. DB has potential to decrease project delivery duration, this project is anticipated as CE/CE with no R/W acquisitions, and some potential risks can be transferred to the Design Builder.

Based on comparison of target dates between current versus DB delivery, the project has a potential to decrease 18 months of delivery.

The anticipation of CE/CE without RW acquisition, will limit right of way delays. Any impact of right of way delays can have significant impact to cost and schedule. Therefore, projects that have limited right of way delays will be a better candidate for DB.

The risk register has identified 10 risks for this project, ranging between low to moderate. From the identified risks, two (2) risks (construction survey and temporary ADA ramps) can be transferred to the Design Builder. These risks can be better controlled by the Design Builder, through identifying and dedicating sub-contractors and consultants that can perform the work. By transferring the risk, where the Design Builder can share the risk, we should be able to mitigate impacts to cost and schedule.

This project is a good candidate for DB. The innovative delivery has potential for early delivery without decreasing scope.

DESIGN-BUILD PROJECT SELECTION CRITERIA

The following information is required for each project submittal in order to be considered. The criteria should be evaluated by the project team with input from the appropriate functional units.

In applying the following criteria, some items will require a simple yes or no answer. In those cases mark either 1 (Yes) or 5 (No). Other criteria will need to be evaluated using a more subjective range. In those cases, mark between 1 and 5. A narrative explanation may be attached to help explain.

Date: October 4, 2017

SELECTION CRITERIA	YES 1	2	3	4	NO 5
• Minimal public/environmental controversy	x				
• Project approval (PA&ED) obtained or imminent?	x				
• Environmental approval for entire project?	x				
• All major decisions made?	x				
• Project footprint established	x				
• Right of Way parcels have been identified	x				
• No condemnations expected	x				
• Utility conflicts identified	x				
• Relocations have been identified and responsibility and time frame for relocation has been agreed upon			x		
• Environmental permits identified and readily obtainable	x				
• List of permits provided		x			
• Schedule for obtaining permits included					x
• Endangered species					x
• Hazardous Material Site Assessment completed					x
• Railroad involvement?					x
• General agreement with railroad reached					x
• Type of agreements needed have been identified	x				
• Bridge Site Data complete and submitted					x
• Permits to enter for foundation investigation have been obtained					x
• Cooperative Agreements					x
• Funding commitments obtained					x
• Project lends itself to concurrent design and construction	x				
• Significant time savings anticipated by using Design-Build	x				

Narrative Explanation for above:

Selection Criteria	Explanation
Relocations have been identified and responsibility and time frame for relocation has been agreed upon	The needs for potholing and adjustment have been identified.
List of Permits provided	PSR has identified encroachment permit needs with adjacent cities. During PA&ED development further needs may still arise, based on utility relocation.

DESIGN-BUILD PROJECT RISK ASSESSMENT

The project team needs to identify potential risks associated with the project. Utilize the sample available at the following link to develop and attach a Risk Register. http://www.dot.ca.gov/hq/projmgmt/documents/prmhb/risk_register_sample_v104_20070807.xls.

Assign responsibility for each of these risks to Caltrans or to the design-builder. Tailor the following design-build project Risk Allocation Matrix to the individual project and complete it after circulation to the appropriate functional units (Environmental, geotechnical, etc.) for review and comments.

	Design-Bid-Build			Change →	Design-Build Process		
RISK	Owner	Shared	Design Builder		Owner	Shared	Design Builder
Design Issues							
Definition of Scope	X				X		
Project Definition	X				X		
Establishing Performance Requirement	X				X		
Preliminary survey/base map	X						X
Geotech Investigation - Initial Borings based on prel. design	X				X (NA)*		
Geotech Investigation - Initial Borings based on proposal	X				X (NA)*		
Establish/Define initial subsurface conditions	X				X (NA)*		
Init. Proj. Geotechnical Anal/Report based on prel. Design	X				X(NA)*		
Proposal specific Geotechnical Analysis/Report	X				X(NA)*		
Plan conformance with regulations/guidelines/RFP	X				X		
Plan accuracy	X						X
Design Criteria	X				X		
Conformance to Design Criteria	X						X
Design Review Process	X					X	
Design QC	X						X
Design QA	X				X		
Owner Review Time	X				X		
Changes in Scope	X				X		
Constructability of Design	X						X
Contaminated Materials	X				X		

- (NA): Not Applicable. Based on scope of work, geotechnical and related work is not anticipated for this project.

RISK

Design-Bid-Build		
Owner	Shared	Design Builder

Change
→

Design-Build Process		
Owner	Shared	Design Builder

Environmental

- Define Initial Project environmental impacts
- Define parameters for impacts
- Environmental Investigation
- Environmental Permits
- Environmental Mitigation
- Environmental Compliance
- Known Hazardous Waste - mitigation
- Unknown/nondefined hazardous waste - mitigation
- Obtain Environmental Approvals - Const. related

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RISK

Design-Bid-Build		
Owner	Shared	Design Builder

Change
→

Design-Build Process		
Owner	Shared	Design Builder

Construction (Continued)

- Equipment failure/breakdown
- Work Methods
- Early Construction / At Risk Construction
- Community Relations
- Performance of defined mitigation measures
- Warranty

		X
		X
	X	
X		
X		
X		

		X
		X
		X
	X	
	X	
		X

Force Majeure / Acts of God

- Strikes/Labor Disputes - on site labor
- Tornado/Earthquake
- Epidemic, terrorism, rebellion, war, riot, sabotage
- Archaeological, paleontological discovery
- Suspension of any environmental approval
- Changes in Law
- Lawsuit against project
- Storm/Flooding
- Fire or other physical damage

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* X		
* X		
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X		

Differing Site Conditions / Changed Conditions

- Changed Conditions
- Differing Site Conditions

X		
X		

	X	
X		

Completion and Warranty

- Establishment/definition of any risk pool
- Long term ownership / Final Responsibility
- Insurance

X		
X		
		X

		X
X		
		X

* Will ultimately roll over to Environmental

DESIGN-BUILD PROJECT SELECTION TOOLS

The following is a delivery selection tool we are developing. Please provide a response to each of the questions below.

EVALUATION OF PROJECT SCOPE AND CHARACTERISTICS		
QUESTION No.	QUESTION	Rating (A, B or C)
1a)	Where is the project in the project development process? A. Detailed or final engineering stage B. Preliminary design C. Conceptual engineering stage	C
1b)	What is the size/complexity of the project? A. Relatively simple, smaller project with no need for specialized outside expertise B. Medium size project with more technically complex components and schedule complexity C. Large, complex project with significant schedule complexity (e.g. multiple phases, extensive third-party issues, specialized expertise needed)	A
1c)	Does the project involve significant impacts to highway users and local businesses/community during construction? A. No more than typical B. More than typical C. Much more than typical	A
1d)	Does the project present right-of-way limitations that would benefit from the Design Builder's assistance? A. No more than typical B. More than typical C. Much more than typical	B
1e)	Does the project present environmental permitting issues that would benefit from the Design Builder's assistance? A. No more than typical B. More than typical C. Much more than typical	A
1f)	Does the project present utility or third-party issues that would benefit from the Design Builder's assistance? A. No more than typical B. More than typical C. Much more than typical	B
1g)	Does the project present unique work restrictions or traffic maintenance requirements that would benefit from the Design Builder's assistance? A. No more than typical B. More than typical C. Much more than typical	A
1h)	Would the project benefit by packaging features of work to allow early lock-in of construction materials/labor pricing? A. No more than typical B. More than typical C. Much more than typical	A
1i)	Would the project benefit by raising quality standards/benchmarks to minimize maintenance and achieve lower life-cycle cost? A. No more than typical B. More than typical C. Much more than typical	A

EVALUATION OF SUCCESS CRITERIA

QUESTION No.	QUESTION	Rating (A, B or C)
2a) Schedule Issues		
1	Can time savings be realized through concurrent design and construction activities (fast-tracking)? A. No more than typical B. More than typical C. Much more than typical	C
2	Can the schedule be compressed? A. No more than typical B. More than typical C. Much more than typical	C
2b) Opportunity for Innovation		
1	Will the project scope allow for innovation (e.g., alternate designs, traffic management, construction means and methods, etc.)? A. No more than typical B. More than typical C. Much more than typical	C
2	Must the project scope be primarily defined in terms of prescriptive specifications (i.e., predetermined materials and methods), or can performance specifications (expressing desired end results) be used, or a combination of both? A. Primarily prescriptive specifications B. Combination of prescriptive and performance specifications C. Performance specifications for significant elements	C
2c) Quality Enhancement		
1	Will there be opportunities for Design Builders to provide materials or methods that provide greater value than normally specified by the state on similar projects? A. No more than typical B. More than typical C. Much more than typical	B
2	Will there be the opportunity for realization of greater value due to designs tailored to Design Builder's area of expertise? A. No more than typical B. More than typical C. Much more than typical	C
3	Will warranties or maintenance agreements be used? A. No B. Limited to short-term workmanship and materials C. Much more than typical	B

EVALUATION OF SUCCESS CRITERIA (Continued)		
QUESTION No.	QUESTION	Rating (A, B or C)
2d) Cost Issues		
1	<p>Will there be opportunities for Design Builders to provide designs with lower initial construction costs than those typically specified by the state?</p> <p>A. No more than typical B. More than typical C. Much more than typical</p>	B
2	<p>Will there be opportunities for Design Builders to provide alternate design concepts with lower lifecycle costs than those typically specified by the state?</p> <p>A. No more than typical B. More than typical C. Much more than typical</p>	A
3	<p>Is funding for the project committed and available?</p> <p>A. Secured for design phase only or cannot support accelerated construction B. Funding can accommodate fast-tracking to some extent C. Funding will accommodate compressed schedule/fast-tracking</p>	C
4	<p>Will the cost of procurement affect the number of bidders?</p> <p>A. Procurement cost would significantly limit competition B. Procurement cost could affect the number of bidders C. Procurement cost would not be a significant issue given the size or complexity of the project</p>	C
5	<p>Will project budget control benefit from the use of formal contingencies?</p> <p>A. No benefit B. A formal contingency may permit the Department to add project scope or enhance quality within the constraints of its published budget C. A formal contingency is required to allow the Department to maximize project scope and quality within the constraints of its published budget</p>	B
2e) Staffing Issues		
1	<p>Does the Department have the expertise and resources necessary for a complicated procurement process?</p> <p>A. Inadequate resources or expertise B. Limited resources or expertise C. Adequate resources and expertise</p>	C
2	<p>Are resources available to complete the design?</p> <p>A. Resources are available to complete design B. Resources are available for partial design C. Specialized expertise, not available in-house, is required</p>	A
3	<p>Are resources available to provide construction oversight?</p> <p>A. Resources are available B. Full-time construction oversight could strain staff resources C. Resources are unavailable</p>	A