

**ANNUAL REPORT BY THE DESIGN BUILD EXECUTIVE COMMITTEE
REGARDING THE STATUS OF THE CITY OF BALTIMORE'S
DESIGN BUILD PROJECTS**

As mandated by the Design Build Project Delivery Procedures approved by the Board of Estimates on November 2, 2011, the Design Build Executive Committee (“DBEC”) is required to annually report on the description, status and participation by minority and women owned businesses on all pending Design Build projects. In addition, the DBEC makes recommendations regarding policy changes or implementation measures. The DBEC submits this Annual Report for 2016 covering the two projects currently under contract and approved by the DBEC and Board of Estimates.

**I. DEPARTMENT OF TRANSPORTATION
CENTRAL AVENUE PROJECT TR 12317**

The Central Avenue Design Build Project (“Project”) is the Department of Transportation’s (“DOT”) and the City’s first design build project. The Project primarily consists of the reconstruction of Central Avenue between Lancaster Street and Baltimore Street into an urban boulevard. The total length of roadway construction is approximately 3,200 linear feet (8 blocks). The scope of roadwork includes full-depth pavement reconstruction, concrete curb/gutter and sidewalk reconstruction, construction of ADA-compliant pedestrian ramps and driveway entrances within the Project limits, roadway drainage system improvements, new street and pedestrian lighting, new pavement marking and signing, and new traffic and pedestrian signals. The key element of the Project is the extension of Central Avenue with a new Harbor Point Connector Bridge over the tidal inlet waters to the Harbor Point development site. The length of the Harbor Point Connector Bridge is approximately 260 feet.

A. Project Status as of June 30, 2016

- Project awarded to Allan Myers, Inc., (“Myers”) on March 30, 2016. Contract amount -- \$47,777,777.00. The Federal Funding is approximately 80% because some items they do not participate in funding. The balance will be paid by the City and this is primarily from the Harbor Point Developer TIF contributions.
 - Notice to Proceed was issued for June 15, 2015
 - 2 Kickoff Meetings were held in May 2016 between DOT, Myers, the Myers’ design team and State Highway Administration partners
 - Although still early in the design phase, Myers has commenced the submission process as required by the contract documents.
 - As the bridge is the main focus of the Project, there have been multiple bridge architecture stakeholder meetings held to date and the process is ongoing. An Urban Design & Architecture Review Panel presentation by DOT is scheduled for July 7, 2016.
 - Utility coordination has begun. Utility work will to be extensive given the existing utility infrastructure and the new utility work needed.
 - Significant coordination required with the developer of the Harbor East project and its contractor Bozzuto Construction for their Whole Foods construction

project that will be underway for 2.5 years while Central Avenue is under construction.

- 1st Community Meeting will likely be held in September 2016. There will be a Project website as well as planned social media alerts to update the community and commuters who will be affected by work on the Project.
- DOT met with Exelon employees in early June, 2016 to discuss the expected traffic congestion and various traffic mitigation strategies they can consider. A follow up meeting will be in March, 2017.
- The Central Ave/Lancaster Street intersection will be detoured from the fall of 2016 to the fall of 2017.
- As noted above, given the location there are extensive existing utilities. The Project requires the addition of new utilities as well. DOT expects, and has planned for in the contract documents, that there will be utility issues that will have to be resolved.
- DOT will provide a shuttle bus for 2.5 years to help reduce traffic congestion.
- Groundbreaking is expected this fall.
- The bridge will be open to traffic in the fall of 2017.
- The entire project will be complete in the winter 2019/2020.
- Due to complexity and commitments of this project, DOT anticipates an extraordinary number of meetings and regular communication between DOT, Myers and various stakeholders.

B. Minority and Women Owned Business Participation

The Project is federally funded and state Disadvantaged Business Enterprise standards apply not the City’s MBE/WBE. Myers is fully committed to meeting the established 30% DBE goal as follows. The breakouts below reflect the commitments that Myers had received at the time of bidding. Myers will need to make some revisions as the design becomes more complete so it can effectively meet the participation goals:

Design Phase DBE participation

• Athavale, Lystad & Associates	\$428,500.00
• Floura Teeter Landscape Architects, Inc.	\$62,000.00
• J.K. Datta Consultants, Inc.	\$206,500.00
• Findling, Inc.	\$299,500.00
• Synterra Ltd.	\$82,900.00
• Albrecht Engineering, Inc.	\$62,000.00
 TOTAL DESIGN DBE PARTICIPATION	 \$1,141,400.00 (2%)

Construction Phase DBE Participation

• J&M Sweeping	\$250,000.00
• Barbie’s Recycling & Hauling, Inc.	\$1,200,000.00
• Load Runner	\$1,200,000.00

- Quarry Products Unlimited, Inc. \$93,000.00
- Machado Construction Co. Inc. \$4,400,000.00
- Priceless Industries, Inc. \$145,000.00
- Native Terrain Restoration Services \$290,000.00
- Traffic Systems, Inc. \$2,650,000.00
- Road Safety, LLC. \$200,000.00
- Nasir and Associates, LLC. \$1,500,000.00
- Mohawk Bridge & Iron Inc. \$700,000.00
- Wilton Corporation \$200,000.00
- Remline Corporation. \$82,900.00

TOTAL CONSTRUCTION DBE PARTICIPATION \$12,910,900.00 (28%)

TOTAL DBE PARTICIPATION \$14,052,300.00 (30%)

C. Implementation and Policy Challenges with Recommendation

The DBEC recognizes that the Project is in its earliest stages post procurement and understands that DOT does not yet have specific or detailed recommendations to make regarding implementation or policy challenges. DOT is compiling a data set of such matters which will be reviewed internally to arrive at detailed recommendations for the DBEC’s consideration and inclusion in later DBEC reports.

**II. DEPARTMENT OF PUBLIC WORKS
BACK RIVER HEADWORKS PROJECT SC 918H**

The Department of Public Works (“DPW”), Back River Headworks Improvements Project (“Headworks Project”) primarily entails construction of new headworks facilities, consisting of an influent pumping station, a fine screen facility, and a grit removal facility, and wet weather storage facilities. The City’s Wet Weather Program determined that the construction of the Headworks Project is the single, most cost effective solution to elimination of the City’s sanitary sewer overflows and comply with the Wet Weather Consent Decree.

The Headworks Project is being delivered under the Construction Manager-at-Risk (CMAR) method, and is the City’s first CMAR project. The CMAR delivery method is essentially a hybrid of the DB method in that there is a distinct design phase followed by construction. One of the key distinctions between CMAR and DB is that there are two separate contracts; one for design, the other for construction. One procurement is used to advertise both phases and only one firm is selected by the City. Following the design phase the winning bidder and the City engage in negotiations to agree on a Guaranteed Maximum Price (“GMP”). If the parties agree on GMP then the successful firm contracts with the City for the construction phase. If GMP cannot be agreed, then the City would be free to re-advertise the construction portion of the work.

The Headworks Project was originally advertised as a traditional design-bid-build project with a 100% design having been completed prior to advertising for bids. Two bids were received, the lowest of which was \$90,000,000.00 over the budget for the project. DPW then approached the DBEC about the possibility of structuring the Headworks Project using a modified CMAR method.¹ DPW and the DBEC concluded that a modified CMAR delivery method had the best potential to reduce construction costs. The Board of Estimates (“BOE”) accepted the DBEC’s recommendation to use the CMAR delivery method on January 27, 2016.

A. Project Status as of June 30, 2016

- Project was advertised on January 29, 2016 after the BOE approved the request for Proposals using the CMAR method.
- Four proposals were received on March 2, 2016
 - All proposals were found to be responsive and were evaluated
- The evaluation process followed the procedures as established in the RFP which included review based on the following criteria
 - Qualifications and approach (65%)
 - Financial capacity and proposed fees (15%)
 - Interview (20%)
- Interviews were conducted on March 15, 2016
- All scoring was reviewed and finalized by the evaluation panelists on March 15, 2016
- March 25, 2016 – Selection of preferred CMAR firm a joint venture between Clark Construction and Ulliman Schutte, Inc. (“Clark/US”)
- March 29, 2016 – Presentation to DBEC which approved the selection of Clark/US.
- March 30, 2016 – DPW notified Clark/US of DPW’s intent to recommend award by the BOE to Clark/US, subject to reaching agreement on all terms and conditions and completion of all administrative procedures
- May 4, 2016 – The BOE Approved award to Clark/US.
- May 25, 2016 – CMAR firm submitted signed contract documents for processing by DPW.
- Currently Contract Administration in the process of finalizing the contract documents and obtaining all necessary City signatures.
- In approximately the first week July 2016, DPW anticipates issuing the Notice to Proceed with the Pre-Construction phase.
- Pre-construction (approximate earliest dates)
 - July 18, 2016 – 1st workshop
 - August 12, 2016 – Submission of baseline cost estimate
 - August 22, 2016 – 2nd workshop
 - September 12, 2016 – Final workshop and begin development of work packages
 - September 2016 to January 2017 – Clark/US will advertise bid packages for subcontractors in order to develop the GMP

¹ Modified by virtue of the fact that a 100% design existed. The design phase for the Headworks Projects, unlike traditional CMAR projects consists mainly of value engineering and to modify the 100% design to reduce costs.

matters which will be reviewed internally to arrive at detailed recommendations for the DBEC's consideration and inclusion in later DBEC reports.