

DESIGN/BUILD DETERMINATION MEMO

**Department of Transportation
District 6-0 Regional Traffic Management Center
DGS Project 251-95
Location: King of Prussia, Montgomery County**

DETERMINATION REGARDING THE USE OF THE REQUEST FOR PROPOSAL (RFP) METHOD OF PROCUREMENT

The use of the standard competitive sealed bid process for the design and construction of a new Regional Traffic Management Center building and parking structure at PennDOT's District 6-0 site located in King of Prussia, Upper Merion Township, Montgomery County, Pa, at the intersection of Geerdes Boulevard and Valley Forge Road is not practical or advantageous to the Commonwealth.

The site is surrounded by residential neighborhoods on three sides, with commercial development across Geerdes to the north. The site currently houses a four-story building that is to remain, as well as a parking deck to be demolished. The project envisions a new PennDOT District 6-0 Regional Traffic Management Center (RTMC), a two-story building that will expand the existing RTMC's capabilities by providing a larger and more modern facility for the management of PennDOT's Intelligent Transportation Systems (ITS). The new building will be located along the northern edge of the current site, where a parking deck exists now. The building will serve to support DOT's main programmatic space, the double-height Traffic Operations Floor. The new building is to be located close enough to the existing District 6-0 Building to enable use of a single point of access to be shared between the new and existing building. A new parking garage will be built along the southern edge to satisfy new and existing building parking requirements. The parking solution will consist of a precast "open" parking structure, 2 levels above ground approximately 304 feet long by 102 feet wide with approximately 250 parking spaces. In addition to the new RTMC building, the connection to the existing building, the parking garage and associated sitework, the project also includes the renovation of a portion of the existing District 6-0 building. The project will be constructed in two (2) phases. The Parking Structure will be

constructed first in order to limit disruption to the existing PennDOT operation and provide additional parking during the construction of the RTMC building.

- As this is a Design/Build Contract, the Design/Build Contractor (“DBC”) will be hiring an architect/engineering firm to be the DBC’s Retained Professional. It is advantageous to the Commonwealth to evaluate the DBC’s Retained Professional’s experiences prior to awarding a contract. The Commonwealth will evaluate their experience working on a design/build team, experience with LEED, and also their experience designing traffic management centers or similar facilities. Evaluating the DBC’s Retained Professional is advantageous to the Commonwealth as opposed to accepting whatever design firm the lowest bidder hires.
- Engaging in sustainable practices for the design and construction of the site and its structures constitutes a critical aspect of the project. The Design/Build Contractor (“DBC”) shall achieve and deliver to a LEED v4 for BD&C: New Construction Silver Certified project, as defined by the USGBC. The RFP process will enable the Commonwealth to evaluate the DBC’s experience and ability to prepare a LEED action plan and checklist that highlights how they intend to meet and achieve Silver status. In order to achieve the target of LEED Silver a range of different strategies must be pursued. The Optimize Energy Performance credit has been identified with a target of 20% savings, which will require a concerted effort at integrative design in order to be achievable. This will mean a cooperative effort at determining which aspects of the design will most cost-effectively allow for energy savings – a combination of lighting performance, envelope performance, efficiency of individual HVAC components, fans, and distribution pressure drop losses, combined to contribute to savings. In addition, careful calibration of required plug loads will also have an impact on the final performance. Integrative design activities shall be scheduled early in the design process to maximize efficiencies gained.
- The compressed site, combined with the full scope of the demolition and concurrent construction and renovation, makes it advantageous to the Commonwealth to evaluate the DBC’s extensive scheduling experience. Real time deliveries to a crowded site located near a congested highway, limited on-site material storage, parking accommodations, coordination of design and a multitude of subcontractors and design consultants all

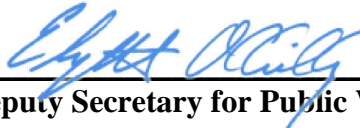
combine to mandate a DBC familiar with CPM software, time management, and customer service (to building occupants and local neighbors).

- Due to the multiple project funding streams (Federal funds and State funds), the DBC must have the accounting expertise to continually maintain separate costs related to the two phases; differentiating those costs associated with the Parking Structure and its' site improvements vs. those costs associated with the RTMC building and its' site improvements.
- The Federal funding requires compliance with, among other items, the Buy America Act and the Federal Disadvantaged Business Enterprise Program. It is advantageous to the Commonwealth to evaluate the DBC's experience with and understanding of these and other Federal requirements so as not to delay the project or risk the Federal funds due to inexperience or misunderstanding.
- Throughout construction, the contractor must, *inter alia*:
 - Maintain accessible access to the existing building (through the existing entrance/loading dock side of the building), with all access ADA accessible.
 - Provide appropriate fencing for safety of the public, staff and contractors.
 - Maintain tractor trailer truck access to the existing loading dock throughout construction.
 - Maintain access to and availability of a minimum of 325 parking spaces on site for public and employee use throughout construction in addition to any used for contractors using existing parking spaces, or if necessary, explore additional parallel parking spaces on Geerdes Blvd.
 - Provide Fire Egress Plans for each phase of construction, including fire escape routes from the existing building with assembly (muster points) identified. The DBC will be responsible for posting appropriate signage at each interim phase and final (permanent) signage at project completion including all buildings on site.
 - Conduct construction activities during the timeframes as set forth by Upper Merion Township.
- Since the building shall be designed to Risk Category IV (essential facility considered to be essential in that their continuous use is needed, particularly in response to disasters), it's advantageous to the Commonwealth to have a DBC familiar with designing and

constructing a project that remains operational during and after major events, such as earthquakes, floods, snow or hurricanes. In addition, the District's Regional Traffic Management Center is a 24/7 operation which must stay operational during any system cutover and/or move to the proposed RTMC facility. This requires a well-planned and scheduled phased system/network cutover.

This project will benefit from a design/build approach since, based upon the 24/7/365 nature and use of the facility, completing the design and construction as quickly as possible will benefit traffic management throughout the southeast portion of the state. The design/build context compels DGS to issue an incomplete design to interested vendors, which means bidders would not be bidding on an identical scope of work, making it difficult to actually determine which firm presented the lowest, responsible and responsive bid based solely on price.

The above factors demonstrate the unique design and construction considerations on this project, which requires specific contractor knowledge, skill and experience to complete the project work successfully in a short time period. Consequently, it is not practical or advantageous to use the competitive sealed bidding process because the low bid approach does not allow the Commonwealth to consider the specific enumerated factors and cost in the award process.



Deputy Secretary for Public Works

1/25/19

Date