BETHEL SCHOOL DISTRICT
DESIGN-BUILD APPLICATION
for the
NEW SCHOOL DISTRICT
TRANSPORTATION CENTER AND CENTRAL KITCHEN
August 6, 2012

State of Washington

Capital Projects Advisory Review Board (CPARB)

Project Review Committee (PRC)
APPLICATION FOR PROJECT APPROVAL
TO USE THE DESIGN-BUILD
ALTERNATIVE CONTRACTING PROCEDURE

1: IDENTIFICATION OF APPLICANT

Legal name of Public Body:

Bethel School District No. 403

Address:

516 176th Street East
Spanaway, Washington 98387

Contact Person Name:

Title: Jim Hansen, Director of Construction & Planning

Phone Number:

Fax: (253) 683-6049
E-mail: jhansen@bethelsd.org

2: BRIEF DESCRIPTION OF THE PROPOSED PROJECT

This application seeks CPARB approval to proceed with the design-build procedure for the transportation center and central kitchen project. The School District and Erickson McGovern, have worked closely together on a number of successful projects and recently completed a year-long programming phase to prepare bridging documents based on transportation center and central kitchen staff input. The intent of this lengthy planning process, from the outset, has been to prepare bridging documents for a competitive solicitation of a design-build team. The project will be three separate but attached pre-engineered metal buildings consisting of the following:

- A 10 bay, 28,931 SF Transportation Center (18,355 SF shop, 5,993 SF office/administration, and 4,583 SF storage/mechanical mezzanine) area with complete support areas for office and mechanic staff, parts and tool storage, and lube room. (Plan development drawings are provided in Exhibits 3 – 6 at the end of this document.)

- A 22,325 SF Central Kitchen (16,243 SF food storage/prep, 4,650 SF office/administration, and 1,432 SF storage/mechanical mezzanine) that includes all amenities and equipment for service deliveries, food storage, food preparation and support office spaces for food preparation for the entire School District. (Plan development drawings are provided in Exhibits 3 – 6 at the end of this document.)

- A 8,616 SF Multi-Function building that connects the central kitchen and transportation center. This area provides a test kitchen, training room, and bus driver lounge to support the central kitchen and transportation center. (Plan development drawings are provided in Exhibits 3 – 6 at the end of this document.)

The site will also provide parking for 294 buses and 316 cars, a fueling station, a bus wash facility, and an approximately 1,000 SF building to store tires and large maintenance parts.

3: PROJECTED TOTAL COST FOR THE PROJECT:

Project Budget:

Programming Services (programming/bridging documents)	$ 580,000
Estimated Construction Costs	
Design Services for the Design-Builder	$ 525,000
Building Structures/Finishes/M&E Systems	$6,714,000
Fuel Station and Tanks	$ 450,000
Transportation Systems & Equipment (lube, lifts, etc.)	$ 350,000
Central Kitchen Equipment	$2,051,000
Site Development	$4,955,000
Off-Site Costs (utilities)	$ 155,000
Other Services (legal, traffic, geotech, commissioning, testing, etc.)	$ 410,000
Other Costs (permits, printing, advertising)	$ 139,000
Project Management	$ 358,000
Equipment and furnishings (misc. equipment, furniture, CCTV)	$ 500,000
Sale Tax	$1,397,600
Sub-Total	**$18,584,600**
Contingency	$ 929,230
Total	**$19,513,830**

(Exhibit 1 to this application includes a detailed project estimate)

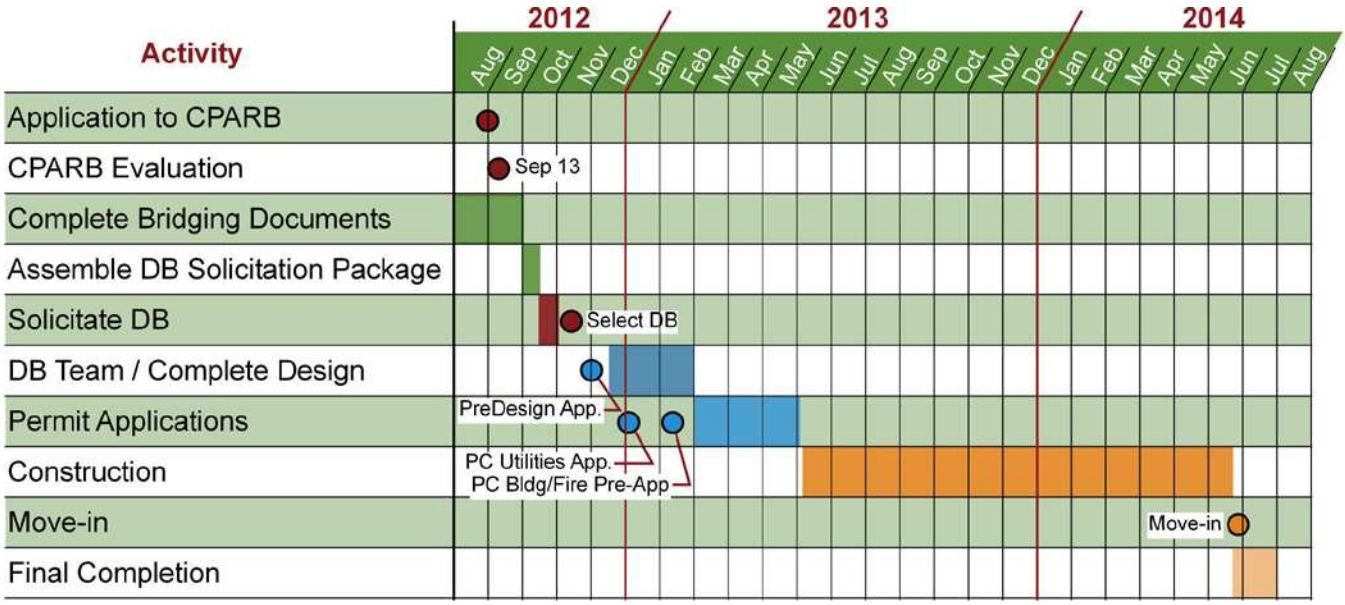
Funding Status:

Funding is secured and available through a capital bond passed by the School District community in 2006.

4: ANTICIPATED PROJECT SCHEDULE:

Activity	Estimated Start	Estimated Completion
Application to CPARB	July 15, 2012	July 31, 2012
CPARB Evaluation	August 1, 2012	September 13, 2012
Complete Bridging Documents	Started	September 30, 2012
Assemble RFQ/RFP Package	October 1, 2012	October 15, 2012
Solicitation of Design-Build Team	October 18, 2012	November 1, 2012
Design-Build Team Design Phase	December 17, 2012	February 28, 2013
Permit Application	March 1, 2013	June 3, 2013
Design-Build Team Construction Phase	June 4, 2014	June 24, 2014
Substantial Completion / Owner Move-On	June 25, 2014	July 31, 2014
Commissioning/ Final Completion	June 26, 2014	July 31, 2014

SCHEDULE



5: WHY THE DESIGN-BUILD CONTRACTING PROCEDURE IS APPROPRIATE FOR THIS PROJECT:

Under RCW 39.10.300(3), CPARB approval is not required for pre-engineered metal buildings of any cost. This project will be three connected and pre-engineered metal buildings.

Although potentially not required, the School District seeks CPARB approval because it values CPARB's input and believes that the input will be good for the project. In addition, the School District wants to be the first district in the state approved to use design-build for a building project. The School District has often been an innovation leader (including in the implementation of the Washington Sustainable School Protocol) and wants to continue this tradition on the project. The School District is committed to completing a successful project that complies fully with the letter and spirit of the design-build process under Washington law.

The project is appropriate for design-build for multiple reasons, including that aspects of the facility involve highly specialized equipment integration, the planned schedule can only be accomplished by integrating the design and construction functions, and because regular interaction with and feedback from future end users of the facility have already been addressed during a lengthy programming phase. The project will be located in an industrial area, will have kitchen and maintenance uses, and will have fewer finishes than most building projects. Thus, while the end utility of the project is important and offers great opportunities for innovation in the design, the importance of finishes will be secondary, and the School District has addressed user needs and comments through a detailed program that has already been developed.

In addition, the completed facility will have multiple uses that should benefit from an integrated design and construction team and a single point-of-contact for the School District. Because of the uncommon equipment (kitchen, transportation, and shipping) requirements, and significant and complex mechanical and electrical requirements, a design-builder will be able to deliver an integrated solution, and design-build subcontractors along with specify-supply-install manufacturers should achieve significant savings and efficiencies (see page 6 for a listing of the special equipment and systems) versus design-bid-build. In addition, because design-build subcontractors and supply-install manufacturers will need to perform much of the work, it would be unnecessarily time consuming and expensive to independently design and construct many components of the project.

The School District can also expedite completion and avoid potential communication problems by having a single point-of-contact. By moving up the completion date, in addition to other savings, the School District will avoid third-party rental costs. The design-builder should also be able to efficiently address the relatively complicated phasing requirements due to the integration of multiple "back office" functions at a single site.

Finally, the School District has spent over a year on programming for the project and has reduced potential risks to the maximum amount possible. The School District has developed detailed criteria to define its expectations. The School District has also engaged an experienced team of outside consultants who have design-build experience and, probably just as important, experience working with the School District and each other.

6: PUBLIC BENEFIT:

The transportation center and central kitchen have significant equipment needs, complex mechanical and electrical requirements, but few requirements for nice finishes. Utilizing design-build subcontractors and specify-supply-install manufacturers should result in a substantial cost savings through efficiency, expediency, and the avoidance of risks to the School District. While other delivery methods could be utilized at a higher net cost, the School District and its consultant team believe that the design-build procedure offers the maximum potential savings.

Specialized activities, functional systems, and equipment include the following:

Transportation Center

* Vehicle Lifts
* Exhaust Systems
* Bus Wash System
* Battery Charging
* Air monitoring
* Infrared heat system type/layout
* Lube Systems
* Fuel Tanks / Fuel Dispensing / Fuel Management
* Chassis Wash
* Duct supply/return design at high bays
* High bay door controls

Central Kitchen

* Freezer Systems
* Cooking Equipment
* Ware Washing Systems
* Insulation/Condensing
* Fire code
* Refrigerator Systems
* Packaging Equipment
* Heat Recovery
* Kitchen layout efficiencies

All of these systems and equipment have vast amounts of mechanical and electrical coordination required for a successful installation and operation. A design-build process allows for better communication between the design and construction teams. This process will also provide more coordination that will lead to lower costs and fewer changes during construction. By using the design-build procedure, the School District will receive a higher quality and better functioning facility.

Many of the elements of the transportation center and central kitchen also have inherent design-build components, such as the fire suppression system. Other design-build elements include the pre-engineered metal building system, a fuel station and management system, a bus wash, and freezer/cooler boxes. A design-build delivery will provide a single source of responsibility to ensure that these elements are incorporated in a way that meets the School District's quality, cost and scheduling requirements.

The School District should also benefit through the time savings that will be realized by utilizing the design-build procedure, especially given the significant storage and rental costs that the School District is now incurring and that will be saved by consolidating various "back office" functions at a single location. This time savings also translates as a cost benefit based on reduced construction overhead.

7: PUBLIC BODY QUALIFICATIONS:

Bethel School District Qualifications:

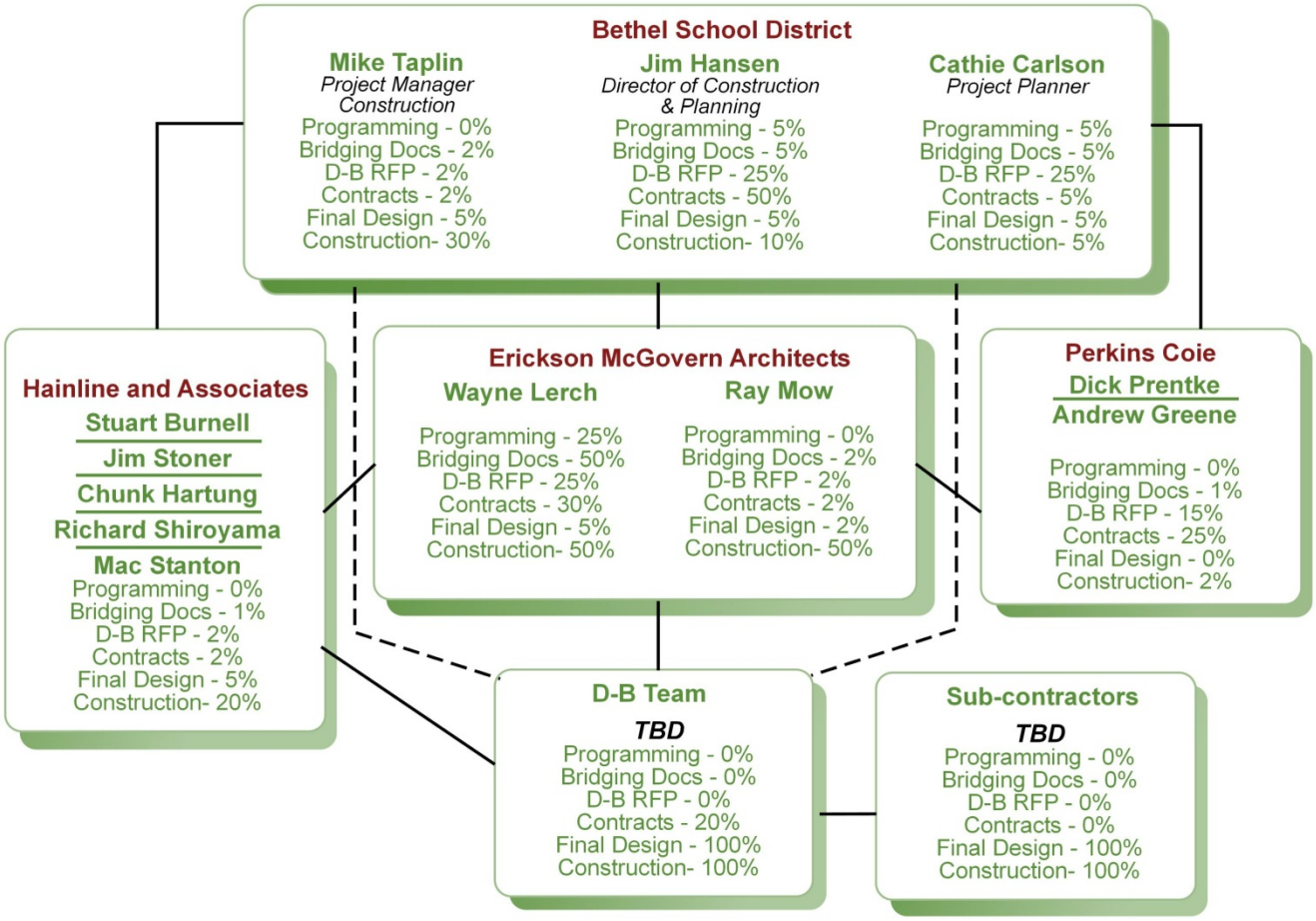
In February 2006, Bethel School District voters passed a $175 million bond measure to build several new schools and repair existing ones. Included in this bond measure was the replacement of the School District's transportation center and central kitchen. The transportation center and central kitchen project will be the culmination of $293,540,000 (including money from state matching and other funding sources) of construction. Along with the $132,800,000 2001 bond measure (including state matching and other funding sources), the current school district team has constructed over $425 million of construction projects during the last 12 years.

The team that has been assembled for this project each brings specific expertise, including the following:

- **Planning and coordination** with Pierce County comprehensive plans, traffic engineering and utility departments.
- **Programming** the specific functions, uses, space requirements, and equipment needs.
- **Pre-Design** consisting of developing bridging documents for a fair and quality solicitation of a design-builder.
- **Bid Package** requirements addressing the specific needs and requirements of the School District.
- **Legal Counsel** to write the design-build contract and help the School District address specific procedural requirements.
- **Design Review** to ensure that the design-build team documents meet quality control requirements and programmatic needs.
- **Project Management** with specific expertise for reviewing cost estimates and schedules.
- **Construction Management** to review the fabrication and construction of the site and facilities.

Many members of the assembled project team (and all of the engaged consultants) have significant design-build experience as summarized in their individual biographies.

Organizational Chart:



Team Biographies:

Bethel School District

Jim Hansen / Catherine Carlson / Mike Taplin

Director of Construction and Planning / Facilities Planner / Assistant Director of Construction and Planning

Over the past 10 years, Bethel Public Schools has successfully completed more that $425 million worth of construction: six new elementary schools, three new junior high schools, a new high school, a skills center, a learning center, and the renovation of a high school and elementary school. All projects have been managed mostly in-house and all were completed on time and within budget. There were few claims of any kind and none required prolonged litigation involving the School District. The average change order rate for new projects, including elective changes, was 3.5%, and the change order rate for renovation projects was only 4.8%.

James Hansen is the Director of Construction and Planning for Bethel Public Schools. Jim is a "hands on" leader and has 38 years experience in public school construction and planning. He began his career as a project manager for the Alachua Public Schools in Gainesville, Florida, before later spending 16 years as Facilities Planner and Assistant for Support Services with the Puyallup School District. He has been a leader in the State of Washington in developing green building standards for public schools. In the private sector, Jim worked as a project manager on several design build projects at the University of Florida.

Cathie Carlson has worked for the School District for 6 years and has been primarily responsible for programming, the development of bid documents, securing land use entitlements, and environmental review/compliance. She is expected to have a similar role on this project. Cathie's other duties include acting as a liaison between the School District and Pierce County for all zoning and long range planning issues, annual updates of the Six-Year Capital Facilities Plan, and coordinating and land and right-of-way acquisitions.

Before coming to the School District, Cathie's background was in urban planning in the private and public sectors. Cathie worked for the City of Yelm for seven years as the Director of Community Development. In the private sector, she was a Planner and Project Manager for Landmark, Inc. and Parametrix, Inc. At Landmark, she was the lead planner in the development of the City of Buckley's Comprehensive Plan and Project Manager and primary author of the EIS for Village West, a mixed use development. During her time at Parametrix, her responsibilities included serving as the Project Manager for Briggs Master Plan Community. She helped to secure land use entitlements, environmental compliance, and civil plan approval for a 900-residential unit preliminary plat and mixed use commercial binding site plan.

Mike Taplin is the Assistant Director of Construction and Planning and has been with the School since 2001. He has had a key role in implementing the 2001 and 2006 bond issues. Mike was the project manager for Kapowsin Elementary and Graham Kapowsin High School and, as the Assistant Director of Construction and Planning, has supervised the project management teams that successfully completed 5 elementary schools, 2 junior high schools, a skill center, and the renovation of a high school and elementary school.

Before coming to the School District, Mike worked for the Puyallup School District and in the private sector. He has worked on a number of new school and renovation projects, has overseen the development of specification and bidding documents, and has worked on a diverse group of other projects, including a Federal Court House, a hospital, banks, office buildings and several design-build projects including McLendon Hardware, restaurants, banks and medical clinics.

Perkins Coie
Dick Prentke / Andrew Greene
Legal Counsel

Perkins Coie has been retained as the School District's legal counsel for the project. Both Dick Prentke and Andrew Greene will be involved.

Dick Prentke has been legal counsel to the School District for more than a decade. Dick is a partner in the Seattle office of Perkins Coie and chair of its national construction practice. He was involved with two of the largest "Alternative Public Works" projects in state history, serving as construction counsel to the Seattle Symphony for its design-build concert hall project in downtown Seattle and to the Seattle Mariners for their GC/CM stadium project. He also was counsel to the Everett Public Facilities District for its design-build Everett Event Center. He has prepared design-build and GC/CM contracts for numerous school districts and other public entities throughout the state, including the Town of Winthrop, the City of Yakima, the City of Kenmore, the City of Bellevue, Lake Washington School District, Spokane School District, Aberdeen School District, Edmonds School District, Olympia School District, Evergreen School District, Vashon School District, and Clover Park School District. In addition, Dick has represented private owners in the construction of billions of dollars of projects using design-build and GC/CM contracts.

Andrew Greene has been legal counsel to the School District for eight years and will be a main point-of-contact for legal issues that arise during the project. Andrew has served as project construction counsel and drafted contracts for scores of school district construction projects. For the School District, Andrew has prepared construction agreements (construction, architectural, consultant, and construction management) and provided project counseling for over ten Bethel projects. Andrew also has participated in many of the public GC/CM agreements that Perkins Coie has handled for Washington public entities over the past several years and has prepared numerous design-build and GC/CM agreements for private companies and organizations.

Erickson McGovern Architects
Wayne Lerch / Ray Mow
Architect / Project Management / Construction Management

Wayne Lerch is currently a principal at Erickson McGovern and oversees design, project management, specifications, budget analysis, scheduling, and quality control.

During Wayne's 35 year career he has worked on three transportation facilities and numerous kitchen and storage/warehouse facilities. Wayne also previously worked at the design-build firms of Hansen, Hansen, and Johnson and Kinkella Architects/Kaycee Construction. His design-build experience includes warehouses, family housing, offices, restaurants, and a variety of other commercial structures.

Ray Mow first joined Erickson McGovern in 1988 and is currently a principal, performing construction administration services for a majority of the firm's large-scale and fast-track education projects, as well as several transportation and support services facility projects. He also provides cost estimating, schedule management and quality control analysis for the firm. Ray has managed a design-build project and two negotiated private sector construction projects for Erickson McGovern. He also previously worked for two regional contractors.

Hainline and Associates

Stuart Burnell / Jim Stoner / Chuck Hartung / Richard Shiroyama / Mac Stanton

Project Managers / Cost Review / Schedule Review

Bethel has retained Hainline & Associates to act as the School District's design-build and construction management consultant for the project. Hainline will be expected to leverage its extensive design-build and construction management experience for the benefit of the project. The Hainline team will be lead by Stuart Burnell and Mac Stanton and will include Jim Stoner, Chuck Hartung, and Richard Shiroyama. All have extensive design-build experience.

Stuart Burnell has over 32 years of experience in construction management, estimating, and program management. His hands-on background has allowed him to work on a diverse range of projects, from constructing tunnels as a part of the Central Arizona Project to Safeco Field to casino and hotel projects in Las Vegas and California, including the Aladdin, the Venetian, and the Fantasy Springs Hotel and Casino in Indio California. During his career, Stuart has assisted owners with the management of projects exceeding $600 million. Stuart's design-build experience includes major projects such as the Lucky Peak Power House project in Boise, the Upper Mahiao Geothermal Plant in the Philippines, the Fort Lawton Parallel Tunnel Project in Seattle, and the Fantasy Springs Casino and Hotel. Stuart also was the Mariners principal consultant during the construction of Safeco Field (components of which were design-build).

Mac Stanton is expected to lead Hainline's day-to-day work for the School District. Mac specializes in the project management of complex, high profile, and schedule sensitive projects. He provides cohesiveness to teams and clarity to the construction process through organized planning and clear communication. Along with other members of the Hainline team, Mac will act on behalf of the School District as a project facilitator, organizer, and task scheduler for the team. His acute awareness of the daily issues that arise on construction projects and his ability to resolve them is a testament to his common sense approach to solving problems. Mac has worked as a general contractor, developer, and construction manager.

Included among his numerous owner-side engagements, Mac recently managed two transportation center projects for King County (Ryerson Base and Bellevue Base) and has worked on several owner-side commercial kitchen build-outs for Washington school districts. In addition, Mac also has significant design-build experience that should serve him well on the project. On the WaMu Center Tower project, for example, Mac worked as part of the Sellen Construction team tasked with mechanical and electrical design-build. Mac also led the Sellen team that built iYabo's medical offices. This project was constructed as a fast-track, design-build project. After leaving Sellen, Mac worked as the Vice President of Careage Development and Construction where he was solely responsible for developing design-build senior living projects.

Stuart and Mac will be supported as necessary during the project by Jim, Chuck, and Richard.

Jim Stoner has over 18 years experience in the design and construction industry with a primary focus on design-build mechanical construction. He formerly was the design-build manager for one of Seattle's largest mechanical contractors. In this role, Jim was responsible for all design-build projects from the initial proposal through project closeout. Jim managed the interface and communications between designers and construction staff to ensure that projects were delivered on time and within budget. Jim was the lead mechanical design build manager for the Triple Door Theatre, the Washington Athletic Club Renovation, and Lincoln Square in Bellevue. He was also the lead mechanical PM for Safeco Field.

Chuck Hartung is a licensed architect with over 30 years of management experience. His experience includes major leadership positions representing both owners and architectural firms. His design-build experience includes the federal court house in Tacoma, the Special Events Center at the Fantasy Springs Casino, and the Muckleshoot Elder's Center.

Richard Shiroyama will provide scheduling expertise to the team. Richard is a professional engineer in the State of Washington and has a degree in civil engineering from the University of Washington. Richard has provided scheduling expertise for numerous complex projects and has recently developed and maintained the project master schedule for a $100 million hospital expansion project at the University of Washington Medical Center, prepared the baseline schedule for a $50 million contaminated water treatment plant project in Hanford, Washington, maintained the project master schedule for the $360 million Bravern project, and developed and maintained the project master schedule for a new $200 million Microsoft office complex in Bellevue, Washington.

Qualifications of Project Manager and Consultants:

The assembled team has been working together for the past several years and has successfully completed the projects listed in this application (see page 15). Individual qualifications are included in the biographies. The members of this team have a proven track record with alternative delivery methods and have established capabilities and expertise to deliver successful projects.

Construction Experience:

The team's design-build and construction experience is presented in the individual biographies listed above. The School District has a history of using experienced staff supported by consultants to provide construction review and administration. The School District, along with Erickson McGovern and Perkins Coie, has developed standards and specific quality control measures to minimize changes and to clearly document and communicate during the construction process. This has lead to projects with minimal changes and a high quality of construction.

Management Controls:

The team was established due to their past history of working together, their design-build experience and expertise, and their ability to manage complex projects. Each member of the team brings an expertise to program, plan, provide pre-design and bridging documents, establish and provide RFQ and RFP packages, develop contracts, and provide a full service of

project and construction management. This team will also be responsible for quality control tracking, project meetings, onsite supervision during construction, and construction support and tracking.

Because of the complexity of the dual functioning facility, the School District firmly believes that the design-build procedure will provide a significant cost and time savings. And due to the special needs for the facility, a well thought out program is required. The School District has spent over a year developing a detailed program with a goal of providing sufficient information to proposers to ensure a fair RFQ/RFP process and a successful project.

Planned Procurement Process:

The planned procurement of a design-build team is summarized in the schedule below. Final selection will be based upon a weighted combination of criteria and qualifications, cost, and interviews of shortlist proposers. Bridging documents have been prepared by Erickson McGovern and the School District.

Exhibit 2 is an outline of key components, requirements, and information that will be provided to proposers during the RFQ and RFP phases.

Activity	Approximate Dates
Advertise and Issue Request for Qualifications	October 18, 2012
Receive Qualifications	November 1, 2012
Review Qualifications	November 6, 2012
Announce Selected Shortlist and Issue RFP Documents	November 9, 2012
Receive Proposals and Conduct Interviews	November 15, 2012
Evaluate and Select Design-Build Team	November 21, 2012
School Board Approval	December 11, 2012
Prepare Contracts	December 14, 2012
Notice to Proceed	December 17, 2012
Begin Work on Design Documents	December 18, 2012
Complete Design Documents	February 28, 2013
Permit Applications	March 1, 2013
Permit	June 3, 2013
Start Construction	June 4, 2013
Substantial Completion	June 25, 2014
Move-in / Occupancy	June 26, 2014
Final Completion	July 15, 2014

Contract Terms:

Dick Prentke and Andrew Greene with Perkins Coie will be responsible for preparing the design-build contract. The contract will be drafted to comply with Washington State law and School District's policies and procedures. Perkins Coie's significant design-build experience is detailed above. Jim Hansen and Wayne Lerch will work closely with Perkins Coie to develop selection criteria and to write Division 0 and 1 language that will address specific issues and requirements of the design-builder.

8: PUBLIC BODY CONSTRUCTION HISTORY:

Project	Project Description	Contracting Method	Start - Completion	Budget	Final Cost	Budget / Schedule Overrun
Bethel SD Learning Center	New Learning Center (5,373 SF)	Design-Bid-Build	March 2012 – under const. (complete Sept. 2012)	$2,000,000	Under Construction	Pending Completion
Bethel HS Science Rooms Renovation	High School Science Rooms	Design-Bid-Build	May 2012 – under const. (complete Sept. 2012)	$1,400,000	Under Construction	Pending Completion
Shining Mountain Elementary	Renovation of existing Elementary (54,554 SF)	Design-Bid-Build	July 2011 – under const. (complete Sept. 2012)	$10,000,000	Under Construction	Pending Completion
Clover Creek Elementary	Replace an existing Elementary (66,625 SF)	Design-Bid-Build	April 2011 – under const. (complete Sept. 2012)	$13,250,000	Under Construction	Pending Completion
Pierce County Skills Center – Phase 2	Renovate an existing building for skills training (20,531 SF)	Design-Bid-Build	Feb. 2012 – under const. (complete Sept. 2012)	$7,100,000	$5,592,000	**Under Budget**
Pierce County Skills Center – Phase 1	New building for skills training (22,691SF)	Design-Bid-Build	Dec. 2009 – Sept. 2010	$9,800,000	$7,231,700	**Under Budget**
Spanaway Elementary	Replace an existing Elementary (45,301 SF)	Design-Bid-Build	Sept. 2010 – Sept. 2011	$10,100,00	$9,501,876	**Under Budget**
Spanaway Lake High School Modernization	Modernize and Additions to an existing HS. (183,655 SF)	Design-Bid-Build	April 2009 – Sept. 2010	$27,500,000	$26,237,549	**Under Budget**
Frederickson Elementary	New Elementary (60,407 SF)	Design-Bid-Build	May 2008 – Sept. 2009	$15,000,000	$14,228,985	**Under Budget**
Nelson Elementary	New Elementary (63,495 SF)	Design-Bid-Build	March 2008 – Sept. 2009	$16,500,000	$15,725,600	**Under Budget**

9: PRELIMINARY CONCEPTS, SKETCHES OR PLANS DEPICTING THE PROJECT:

Attachments:

Exhibit 1 - Detailed Cost Estimate

Exhibit 2 - Key Components, Requirements, and Information for Design-Builder Procurement

Exhibit 3 - Drawing A1.00 – Site Plan

Exhibit 4 - Drawing A2.00 – Overall Floor Plan

Exhibit 5 - Drawing A2.01 – Transportation Floor Plan

Exhibit 6 - Drawing A2.03 – Kitchen Floor Plan

(Exhibits are attached at the end of this application)

10: RESOLUTION OF AUDIT FINDINGS ON PREVIOUS PUBLIC WORKS PROJECTS:

No findings exist from any previous audits of School District public works projects.

Signature of Authorized Representative

In submitting this application, you, as the authorized representative of your organization, understand that the PRC may request additional information about your organization, its construction history, and the experience and qualifications of its construction management personnel. You agree to submit this information in a timely manner and understand that failure to do so shall render your application incomplete.

Should the PRC approve your request for certification, you also agree to notify CPARB when your organization approves the construction of a project using the alternative contracting procedure(s) for which you are certified; and to participate in brief, state-sponsored surveys at the start and completion of each of these construction projects. You understand that this information will be used in a study by the state to evaluate the effectiveness of the alternative contracting procedure(s).

Signature:_____

Name (please print) _____

Title: _____

Date:_____

Transportation

Budget Estimate				Estimate
Building	Cost	Unit		
Transportation				
18,355 SF - Shops	$90	SF	*$1,651,950*	**$1,652,000**
5,993 SF - Office Areas	$165	SF	*$988,845*	**$989,000**
4,583 SF - Mezzanine	$50	SF	*$229,150*	**$229,000**
Training				
8,616 SF - Training Area	$165	SF	*$1,421,640*	**$1,422,000**
Kitchen				
16,243 SF - Kitchen	$90	SF	*$1,461,870*	**$1,462,000**
4,650 SF - Offices	$165	SF	*$767,250*	**$767,000**
1,432 SF - Mezzanine	$50	SF	*$71,600*	**$93,000**
2000 Tire Storage	$50	SF	*$100,000*	**$100,000**
Fueling Station & Tanks	$450,000	LS	*$450,000*	**$450,000**
Lube System	$100,000	LS	*$100,000*	**$100,000**
Vehicle Lifts	$250,000	LS	*$250,000*	**$250,000**
Kitchen Equipment	$2,050,555	LS	*$2,050,555*	**$2,051,000**
Car Stalls 316	$5,500	Stall	*$1,738,000*	**$1,740,000**
Bus Stalls 294	$10,500	Stall	*$3,087,000*	**$3,090,000**
Landscaping	$125,000	LS	*$125,000*	**$125,000**
Tax .094			*$1,350,579*	**$1,350,600**
A/E Fees (bridging documents)			*$580,000*	***$580,000***
A/E Fees (D-B documents)			*$525,000*	***$525,000***
Extra Services				
Civil Design			*$65,000*	**$65,000**
Geotechnical Investigation			*$5,000*	**$5,000**
Commissioning			*$37,000*	**$37,000**
Site Survey			*$10,000*	**$10,000**
Hazardous Mitigation Consultant			*$0*	**$0**
Testing			*$35,000*	**$35,000**
Energy Conservation Report			*$12,000*	**$12,000**
Voice/Data Consultant			*N/A*	**N/A**
VE Participation & Implementation			*N/A*	**N/A**
Constructability Review			*$25,000*	**$25,000**
Constructability Review Participation			*$5,000*	**$5,000**
Environmental Mitigation Services (EIS)			*$10,000*	**$10,000**
Landscape Consultant			*$35,000*	**$35,000**
Wetland			*$1,000*	**$1,000**
Traffic Study			*$20,000*	**$20,000**
Kitchen Consultant (Cost in A/E)			*$75,000*	**$75,000**
Acoustical Engineer			*A/E*	**A/E**
ASPI Assist Additional Review & Services			*N/A*	**N/A**
Cost Estimating			*$25,000*	**$25,000**
Legal Cost			*$50,000*	**$50,000**
Utility Services				
Sewer			*$30,000*	**$30,000**
Water			*$25,000*	**$25,000**
Gas (Bring to Site)			*$25,000*	**$25,000**
Power			*$25,000*	**$25,000**
Phone			*$40,000*	**$40,000**
Fiber Optic			*$10,000*	**$10,000**
Project Management (District)			*$150,000*	
Project Management (consultant)			*$258,000*	**$358,000**
Additional Cost				
Permits			*$100,000*	**$100,000**
Advertise Bid			*$4,000*	**$4,000**
Printing Cost			*$35,000*	**$35,000**
Equipment				
Furniture/Equipment/Cameras			*$500,000*	**$500,000**
Taxes .094%			*$47,000*	**$47,000**
Sub-total				**$18,584,600**
Contingency 5%				**$929,230**
Total (Project Funded 2013)				***$19,513,830***

By: JH

27-Jul-12

Exhibit – 2: Key Components, Requirements, and Information for Design-Builder Procurement

RFP for Design-Build

Table of Contents
List of RFP – (Bridging) Drawings
Geotech Report
Requirements for Commissioning
Project Schedule
Project Description
List of RFP – (Bridging) Specs
Program Documents
School District Standards

Design-Build Contract

Design Drawing Submittal Requirements
Specification Drawing Submittal Requirements
Record Drawing Submittal Requirements
O & M Submittal Requirements
Close-out, Operations, and Training Requirements
Code Compliance, County Regulations, State Regulations
Utility Company Coordination
Permit Submittal and other agency submittals (utility, L&I, etc)
Liquidated Damages (for each phase) – Design + Construction
Insurance Requirements (design and construction)
Price and Payment Procedures
Administrative Requirements
Meeting Requirements
Submittal Procedures (design and construction)
Quality Control (design and construction)
Safety Requirements
Temporary Facilities and Controls
Commissioning Requirements
Proposal (number of copies, time of receipt and form of proposal)
Evaluation Factors (proposal evaluation, basis of award, evaluation factors)
Criteria (design team qualifications, contractor qualifications, design-build experience, past performance, references, proposed fee/cost)
Conformance to Washington Law
Definitions (all key elements and parties)
Owner Option to Change Scope (and pricing) Up or Down
Subcontractor Listing (+ requirements for qualified subs)
Scope Changes (modifications)
Price Changes (modifications)
Bid Guarantee and Bonding Requirements
Disputes and Claims
Value Engineering

Exhibit – 3: Site Plan

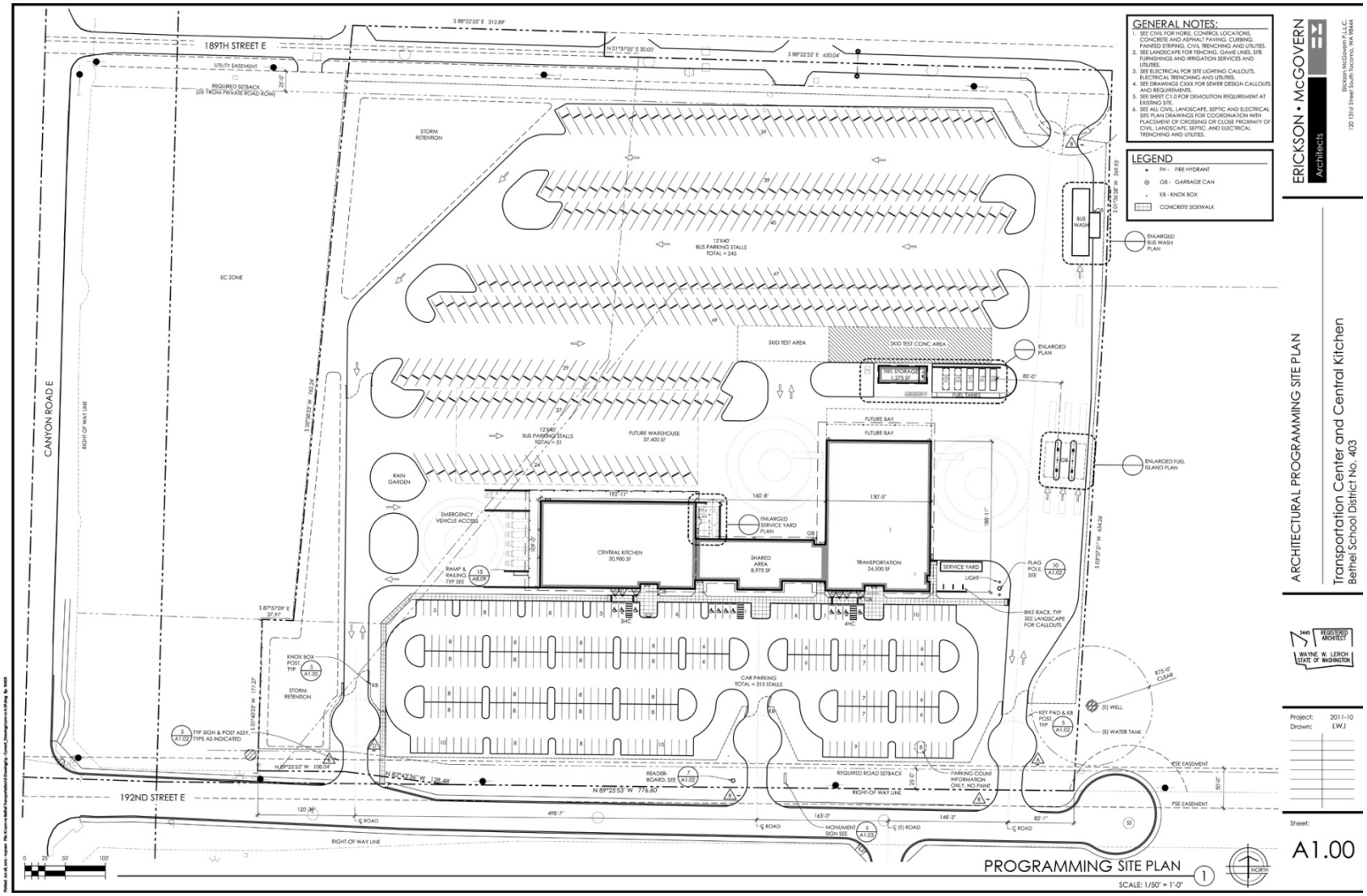


Exhibit – 4: Overall Floor Plan

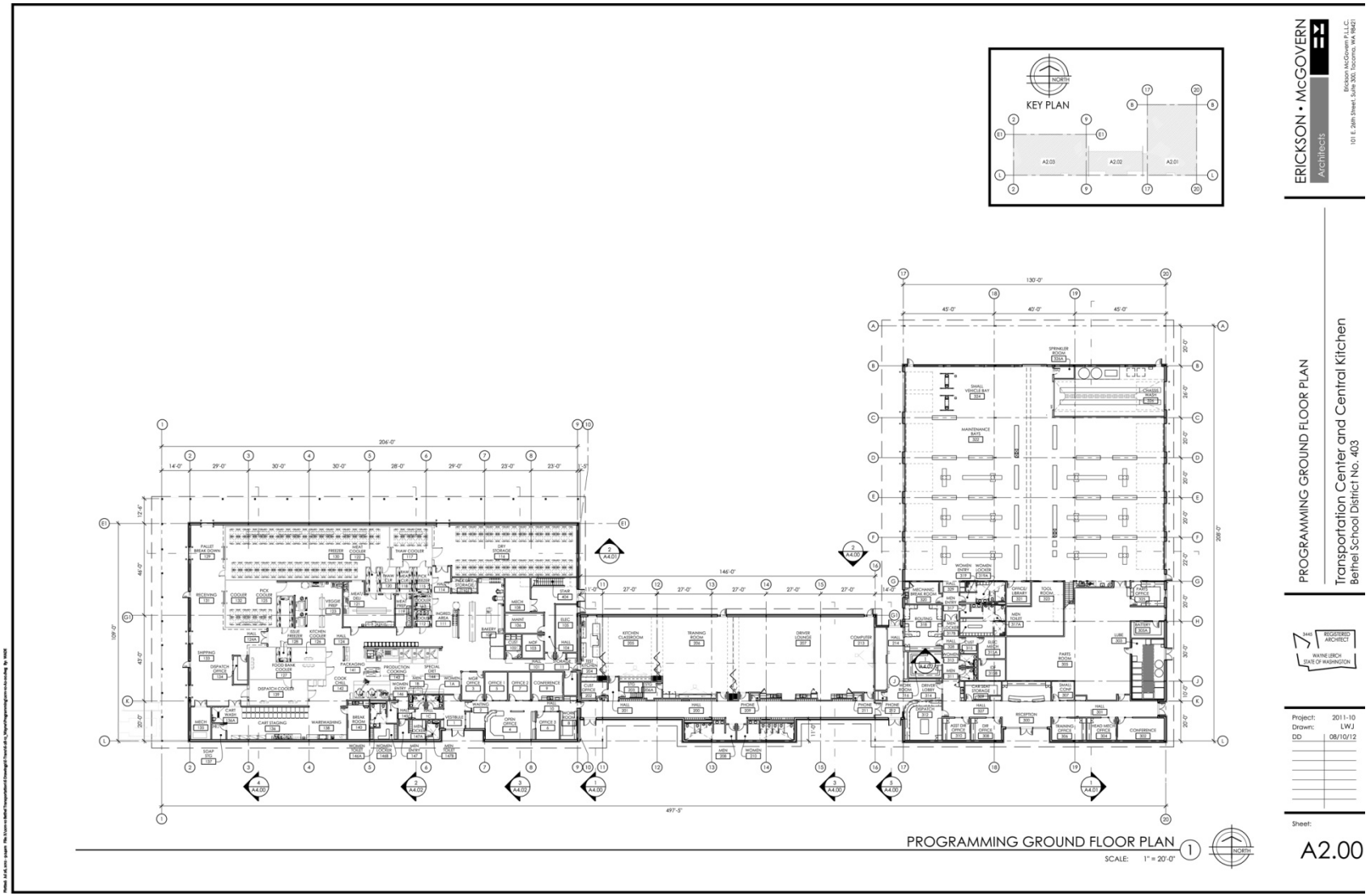


Exhibit – 5: Transportation Center Floor Plan

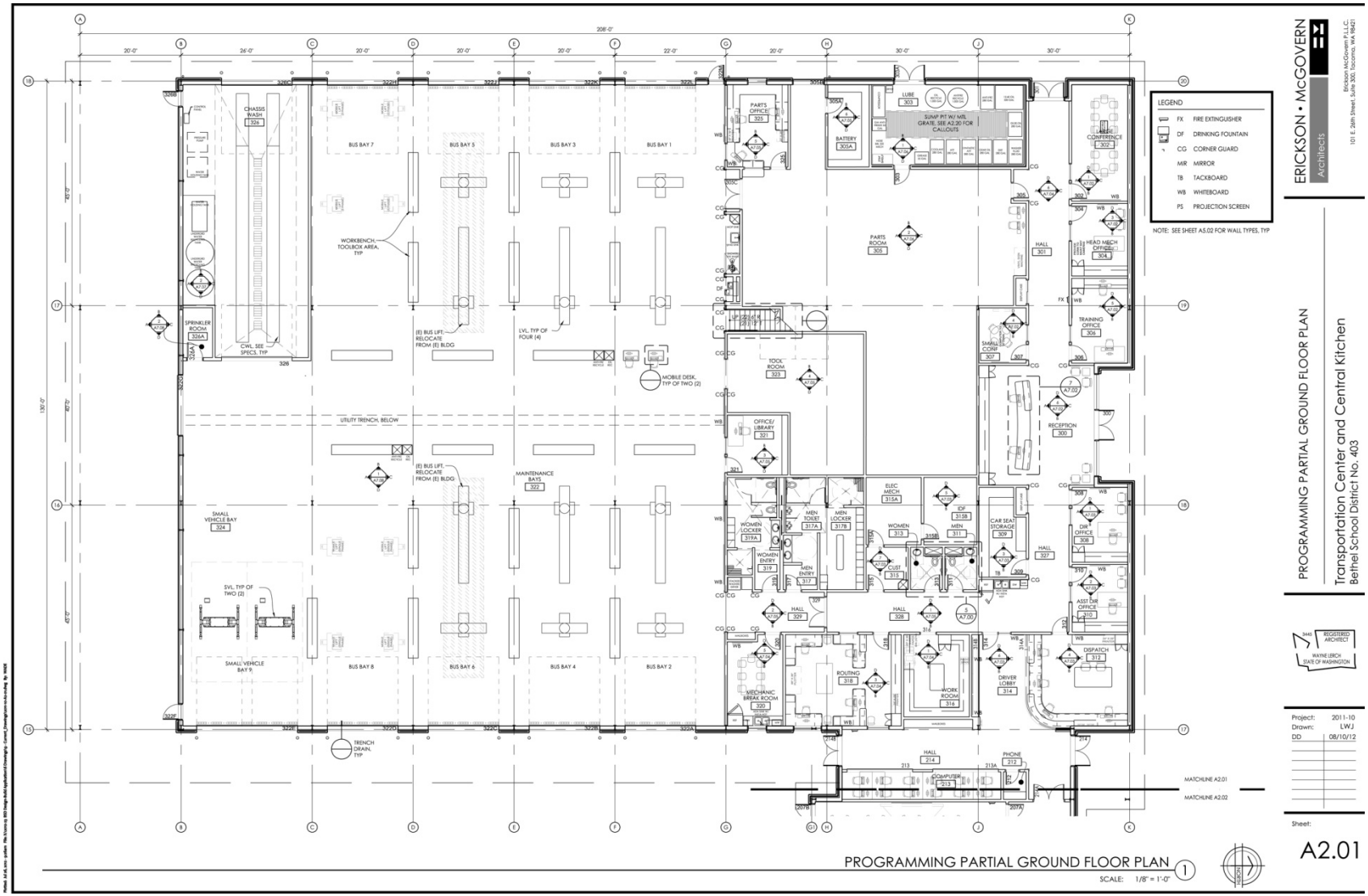
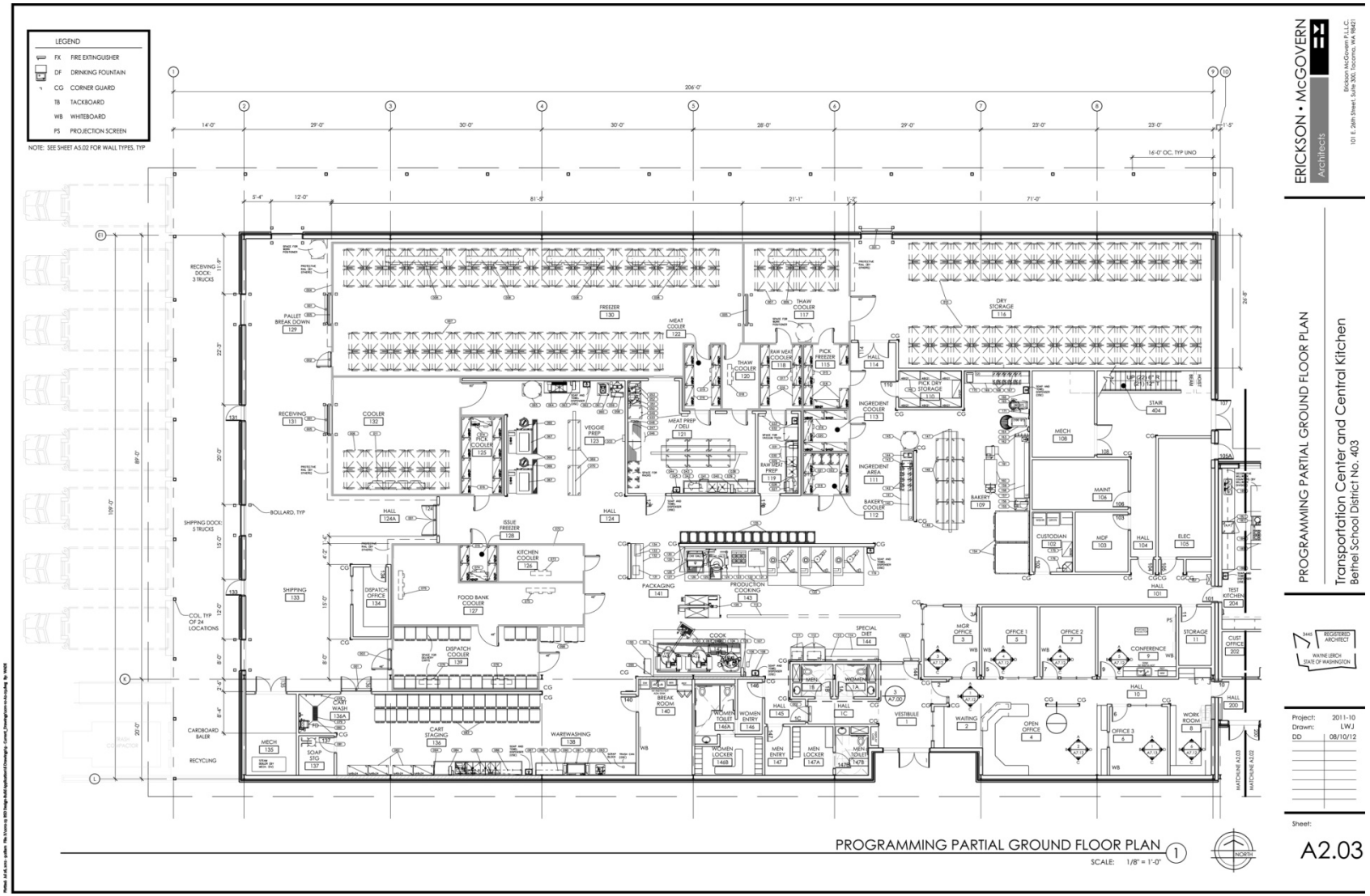


Exhibit – 6: Central Kitchen Floor Plan



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PROGRAMMING PARTIAL GROUND FLOOR PLAN
Transportation Center and Central Kitchen
Bethel School District No. 403

REGISTERED ARCHITECT
WAYNE LERCH
STATE OF WASHINGTON

Project: 2011-10
Drawn: LWJ
DD 08/10/12

Sheet:
A2.03