CHAPTER 00050

PROJECT INFORMATION

REQUEST FOR PROPOSALS

A. These documents constitute a Request for Design-Build Proposals (RFP) for the design and construction of the project described below.

B. Project Name: Rainier Vista Pedestrian Landbridge


D. Project Number: 203207.

E. Date of issue: January 21, 2010

F. Owner: Regents of the University of Washington (University).

G. Department: Capital Projects Office.

H. Contact Person: Andy Casillas, Project Manager

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PROJECT DESCRIPTION

A. Summary Project Description:

1. History: The Rainier Vista axis is an important component of the University's campus layout. It was conceived for the Alaska Yukon Exposition in the early 1900s. The axis remains a signature feature for the University, with respect to its regional view to the south of Mt. Rainier and its campus view to the north of Drumheller Fountain, framed by buildings in the University's campus-gothic architectural style. The Rainier Vista axis consists of Upper Rainier Vista, Stevens Way, Lower Rainier Vista, NE Pacific Pl., and the Montlake Triangle. This project addresses the Lower Rainier Vista, NE Pacific Pl., and Montlake Triangle areas.

2. Vision: The Montlake Triangle landscape (the area of land encompassed by Montlake Blvd. NE, NE Pacific St. and NE Pacific Pl.) will become a major point of arrival for pedestrians upon completion of the new Sound Transit station at Husky Stadium. This landscape has great potential to become a more purposeful visual and physical portal into campus. In addition to the existing pedestrians and bus commuters that traverse this area daily and during events at Husky Stadium, 27,000 daily commuters are anticipated to arrive via the new Sound Transit station by 2030. Of those Sound Transit commuters, 40% will walk to the University Hospital and the west campus area, and the remaining commuters will walk along the Rainier Vista axis, into the main campus.

3. Scope: This project will provide infrastructure necessary to accommodate the additional commuters arriving via the Sound Transit station. The scope of the Rainier Vista Pedestrian Landbridge project includes the lowering of the NE Pacific Pl. roadway between NE Pacific St. and Montlake Blvd. NE; the realignment of the Burke Gilman Trail; the construction of a Pedestrian Landbridge connecting the Montlake Triangle to Lower Rainier Vista; and associated site work at Lower Rainier Vista and the Montlake Triangle. The Proposer will perform all of the civil, structural, architectural, or any other design and engineering requirements necessary to successfully construct this project. The Rainier Vista axis, including the Montlake Triangle, will be left at a specified subgrade for later installation of landscaping and hardscape, electrical conduit,
lighting, and irrigation by others as part of the Landscape Restoration Design project.

4. Landscape Restoration Design Project: Gustafson Guthrie Nichol (landscape architecture), with SvR Design Company (civil engineering) and KPFF (structural engineering), was retained by the University of Washington to establish design principles, technical parameters, and a 50% level schematic design to set the design and technical criteria for the scope of services anticipated in this RFP.

The Gustafson Guthrie Nichol Team (“GGN Team”) will continue to develop schematic site design work with a 100% schematic design completion date at the end of March 2010. This work includes identifying materials and finish conditions of site work for areas above the Proposer’s established subgrades.

The design principles established by the GGN Team, as they apply to this scope of work, are:

- **Layout Refinement**: Honor the classical design language of the upper, historic portions of the Rainier Vista axis by bringing a classical sense to the new, lower portions of the axis.
- **View Management**: Keep the Rainier Vista view open between Drumheller Fountain and Mt. Rainier, while concealing unsightly views of traffic on Montlake Blvd. NE at the southern end of the axis. In addition, keep the Rainier Vista view open between the intersection at Pacific Street & Montlake Blvd. NE and Drumheller Fountain water display. The addition of vertical objects or structures in this viewshed is discouraged.
- **Rainier Vista Axis Experience**: The pedestrian landbridge and any other built forms within this scope of work should be seamlessly integrated into the holistic Rainier Vista Axis experience; they should not be experienced as objects within the Rainier Vista Axis.
- **Campus Continuity**: Ensure that the quality and character of the materials, forms, and finishes included in the Pedestrian Landbridge project, feel cohesive with those of the main campus and the Rainier Vista axis. The forms and material expression should be simple, elegant, and timeless.
- **Pedestrian Quality**: Maximize pedestrian experience, safety, and comfort. Improve the conditions for pedestrians through material selection and finish, universally accessible paths of travel, and natural and artificial lighting. Special attention should be given to the quality of the pedestrian realm beneath the Pedestrian Landbridge on NE Pacific Place.

The technical parameters are listed in Part 3, Performance Criteria.

These design principles were used to establish the form, critical elevations, and key technical drivers for the Pedestrian Landbridge RFP scope of work. It is expected that the Proposer will use these design principles, critical elevations, key technical drivers, and established form – as described in the Schematic Design document – in the development of the scope of work anticipated in this RFP.

B. Location:

1. The Pedestrian Landbridge and roadway lowering will be constructed on a mixed University and City owned site at the southeast end of the campus, on the current NE Pacific Pl. alignment between NE Pacific St. and Montlake Blvd. NE, in addition to the area bounded by all three roads mentioned above and referenced as the Montlake Triangle, and including the lower portions of the Rainier Vista view corridor. Area: approximately 24,775 SF; bordered on the north by Stevens Way, going south along the Rainer Vista View Corridor and intersecting with the Burke Gilman Trail where it widens to include all of NE Pacific Pl. and the Montlake Triangle area bordered by Montlake Blvd. NE and NE Pacific St.

2. For more specific information on the site and its surroundings see the Campus Master Plan.
3. See 00300, Information Available to Proposers for survey and 50% Schematic Design documents.

C. Improvements:
   1. Pedestrian Landbridge to connect the University Main Campus and the Montlake Triangle landscape area.
   2. Lower and widen NE Pacific Pl to full 50’ ROW width including bus layover area.
   3. Lower and relocate the Burke Gilman Trail. Upper trail connection by others.
   5. Clear and regrade Montlake Triangle.
   6. Utilities
      a. Existing – Protect in place and / or relocate as required by the design.
      b. Proposed – As described here within the RFP, and as required to complete the Project.
   7. Subgrade preparation
   8. Waterproofing for Pedestrian Landbridge and disturbed Triangle Garage areas.
   9. Infill opening to Triangle Garage at NE Pacific Pl roadway bridge.
   10. All KC Metro trolley wire supports and appurtenances, temporary and final. Relocation of any temporary trolley wire phasing.
   11. Work by others
      a. Metro trolley wire deactivation and activation by KC Metro
      b. Finish grades and landscaping other than roadway ROW on NE Pacific Pl.

D. The project budget for Design and Construction Costs is $9,700,000.

E. Forms of Contract: Under a single Agreement, the successful proposer will provide:
   1. Design and construction for work described here within the RFP through a design-build, fixed-price, lump-sum contract.
   2. An Allowance shall be established, and will be considered part of the project budget to mitigate unknown project costs for Metro direct work billings, franchise utility moves or directed protections and City of Seattle Master Use Permit costs.
      a. To the extent the design-builder can control these costs, any aggregate savings shall be shared 70/30 between the design-builder and the University. That is, 70% of realized savings shall belong to the design-builder and 30% of savings shall belong to the University.
      b. Any costs beyond the established Allowance shall be borne by the University as a straight pass through cost with no design builder markups.

F. Schedule:
   1. Anticipated Notice-to-Proceed:
      a. Design: June 2010
      b. Construction: February 2011
   2. Anticipated Construction Completion: TBD by proposer

G. Reason for Using the Design-Build Procedure:
1. The University is utilizing the Design-Build alternative public works contracting procedures authorized under chapter 39.10 RCW. This project delivery method is appropriate for this project as the civil/structural design will not require regular interaction with and feedback from facilities users and operators during design. Regular interaction is not critical to achieve an effective design as performance criteria will establish structural needs.

SELECTION PROCESS

A. The selection process will be a two-stage process. From the Initial Proposals a "short list" of four proposers will be invited to submit initial and best-and-final proposals. The University may initiate negotiations with the firm submitting the highest scored, Best-and-Final proposal.

B. Proposal Process:

1. RFQ Evaluation: First, the University, through an evaluation committee, evaluated Statements of Qualifications (SOQ) in response to this RFQ based on the evaluation criteria and weighting identified therein.

2. Interviews: To assure scope compliance, the University will conduct interviews with the finalists selected to discuss project assumptions, their understanding of the project, and other details from the Request for Proposals issued by the University.

3. RFP Evaluation: Second, the finalists will submit proposals in response to the Request for Proposals that will be evaluated based on the criteria and weighting identified in this RFP for the proposals portion of the selection process. Initial proposals will be submitted in two separate envelopes by each finalist. One envelope will contain the proposer’s proposed price and the other envelope will include all other information required by the RFP. The University will open and evaluate initial proposals for conformance to the RFP. If any clarifications are required a follow up request for these clarifications will be issued, if any. It will be up to the proposer to determine if a price adjustment is to be made. If so, the proposer will submit a separate sealed envelope properly identified to replace the initial proposal price. These clarification submissions, if any, will then become the Best and Final proposal. Upon evaluation of clarifications along with overall technical review the University will score all of the proposals (non-price elements only) prior to opening the envelopes with the proposed prices. In a public meeting, the University will disclose the scores for the non-price portion of the proposals, and will then open and read the proposed prices for each finalist.

4. Proposers invited to submit Best-and-Final Proposals will be expected to execute an agreement to prepare a Best-and-Final Proposal. The University will offer an honorarium of $1,000 to each responsive Best-and-Final proposer not awarded a contract.

5. No compensation will be made for submission of Initial Proposals (RFQ).

6. See Chapter 00200 - Instructions to Proposers for more information.


D. University's Jury: See Chapter 00200 - Instructions to Proposers.


PERTINENT INFORMATION

A. Availability of RFP Documents: Complete sets of RFP documents may be obtained by downloading from the University web site www.cpo.washington.edu by clicking on the Business link and then selecting “Construction Business Opportunities” or by requesting a copy on compact disks at a non-refundable cost of $25.00 by contacting the University’s Contact Person listed above.

1. See Section 00300 for a list of RFP documents available.
B. This contract is subject to requirements of Chapter 39.12 RCW, Prevailing Wages on Public Works.

END OF CHAPTER 00050