



**Metro**

# Interoffice Memo

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**Date** February 9, 2016

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**To** Richard Clarke

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**From** Rick Meade

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**Subject** Portal/Turnback Facility - Analysis of Delivery Method

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Rick,

Design-Build and Design-Bid-Build delivery methods were considered for Portal Widening and Turnback Facility.

The advantages of design-build delivery are time savings gained by starting construction before the design is complete and transfer of risk to the contractor. Disadvantage of this delivery method for this project are highlighted by three primary challenges:

1. Phasing and access to the work due to the requirement to build this project while Red and Purple lines are under operation.
2. Real Estate is in conflict with the project boundaries and will need to be acquired on a temporary basis.
3. Access is constrained to the work area due to requirements of the Purple Line Section 1 Contract.

Design-Bid-Build delivery approach addresses these challenges.

1. Construction of the Portal and Turnback will be conducted while the Red Line is operating. Phasing of the construction will be critical to prevent impacts to operations. A completed design will provide greater understanding of phasing and necessary protection of existing facilities for utility conflicts, demolition, excavation and building of infrastructure directly adjacent to working rail lines. A fully designed project will provide a complete picture of physical coordination with Operations through each construction activity.
2. The tunnel portion of the project is located below an existing towing company. In order to construct the Portal Widening, the towing company will have to be relocated temporarily. A design-bid-build approach will allow the design of shoring, excavation and construction of the tunnel structure to more clearly define temporary property, schedule and phasing requirements.

In addition, the towing company must be moved temporarily to another property as a temporary facility. A Design-Bid-Build approach will allow time during the design phase for Metro to secure another facility.

3. Purple Line Section 1 has committed to providing a laydown and rail welding area in a location that conflicts with construction of the Turnback Facility. This commitment adds time to the Portal/Turnback schedule that negates any time gained by a Design-Build strategy and provides very adequate time to develop a complete design for the project.

Staff recommends a Design-Bid-Build delivery approach.