

Item Title: Approval of Construction Management at Risk Delivery Method for Two Public Safety Construction Projects

Specific Action Requested:

That the Board of Commissioners approves the Construction Management at Risk delivery method for construction of the following Public Safety Capital Improvement Plan projects based on the conclusion that this delivery method is in the best interest of the projects, in accordance with NC General Statutes:

- 1. Wendell North Public Safety Station**
- 2. Lynn Road Regional EMS Station.**

Item Summary:

Purpose: NC State Statutes require public bodies to evaluate and conclude that the Construction Management at Risk (CMAR) delivery method is in the best interest of the public body for a particular project, after documenting the advantages and disadvantages of this construction delivery method over conventional methods.

Background: FDC has leveraged the CMAR delivery method on larger and more complex projects since it became available in North Carolina in 2002. Some of these projects include the Justice Center, Hammond Rd. Jail Expansion – Phase 2, WakeBrook Mental Health Campus, Oak City Center, Cary Regional Library, the new Public Health Center, and upcoming projects: the new Animal Center, the new General Services Administration Facility, and the Wake County Detention Center Expansion Phase 3.

The CMAR delivery method allows the County to select the most qualified construction manager to provide construction consulting expertise alongside the design team during the project design. The CMAR later prepares bid packages for prequalified subcontractors culminating in a guaranteed maximum price (GMP) contract with Wake County. During construction the CMAR manages construction as the owner's advocate which differs from the traditional design-bid-build construction method issued to the lowest responsive and responsible lump sum bidder.

Strategic Plan: This action supports standard County operations.

Fiscal Impact: The specific action to approve the construction management at risk delivery method does not have an associated cost. The Public Safety Capital projects are included in the Capital Improvement Program which identifies funding for each.

Additional Information:

Wake County's Public Safety Capital Improvement Program (CIP) includes two complex projects that are in the early design phase. These projects are the Wendell North Public Safety Station and the Lynn Road Regional EMS Station. These projects have significant and complex scopes that can benefit from the CMAR delivery method. There are numerous advantages to utilizing the CMAR delivery method for these projects. CMAR is a collaborative process which introduces construction expertise during the design phase of the project in conjunction with the design expertise from the architect and engineers. The CMAR firm provides constructability advice and cost analysis services during the design phase, preparation and coordination of bid packages, scheduling control, cost control and value engineering, and project execution efficiencies.

In the 2014 Session of the North Carolina General Assembly, House Bill 1043 was ratified to require public bodies to compare the advantages and disadvantages and conclude that the construction management at risk delivery method is in the best interest of the project prior to using this delivery method in lieu of the conventional delivery methods of multi-prime, single prime or dual bidding. A report providing the necessary analysis is attached to this agenda item to satisfy the requirements of the state statute.

Wendell North Public Safety Station

The Wendell North Public Safety Station is a co-location of Wake County EMS and Town of Wendell Fire. This 17,700 square foot facility will be a regional EMS station with bay spaces for eight ambulances; and it is a replacement station for Wendell Fire Department #2 with four fire apparatus bay spaces. The facility is contemplated in the County's CIP with funding for site selection, analysis, and design in the current fiscal year and construction planned in FY 27. Besides deployment bays for emergency vehicles, the building will have dayrooms for each company, dormitory rooms for fire staff, kitchen, dining, exercise, meeting, offices, gear storage, wellness, and support spaces. Sustainability considerations include solar photovoltaic system, electric vehicle charging, stormwater management practices, and native drought tolerant landscape plant materials. The anticipated site is located on the far northwest corner of the Sandy Pines Preserve within the desired call area, but not immediately proximate to park operations so that guests will not be impacted by facility operations, but response vehicles will be able to easily respond to calls within the park, if needed.

Project complexities include the development of property in rural Wake County where public water, sewer, and natural gas are not available. Therefore, this will be an all-electric station with septic system for sewer and a well with storage and pumps that will be utilized for water service and fire protection. This multi-company facility is expected to exceed a minimum cost range where CMAR delivery typically does not add cost and there are efficiencies gained in schedule compliance, cost controls, quality control and assurance, and local subcontractor participation. Schematic Design is expected to go before the Wake County Board of Commissioners in March or April 2026.

Lynn Road Regional EMS Station

The Lynn Road Regional EMS Station is a planned replacement of the Lynn Road EMS Station at the corner of Leadmine and Lynn Roads. Additionally, this project incorporates the planned replacement of the North Hills EMS Station project on Six Forks Road. Together, these stations will be combined into one regional EMS station that will improve operational efficiencies, consolidate and stagger staff shifts, and leverage vehicle utilization. The anticipated station will be approximately 18,000 square feet with bay parking for ten ambulances. The facility will be a two-story building with elevator to minimize building footprint while maximizing site parking for staff shift changes. Besides deployment vehicle bays, the facility will have a large training room, staff offices, breakroom, showers, exercise, meeting, wellness, and support spaces. Funding for the Lynn Road Regional EMS Station is available for land acquisition, site analysis, demolition, and design in the current CIP, and the balance of funding for Construction is anticipated in subsequent fiscal years. Schematic Design is expected to go before the Wake County Board of Commissioners later this fall.

Project complexities include the development of a difficult site on Lynn Road that will require significant retaining walls, in-ground stormwater management, and maximization of buildable areas while also protecting stream buffers and tree conservation areas. In addition, this two-story facility will be more complicated than the County's typical one-story public safety construction models and it will most likely exceed \$13M in construction costs.

Procurement Process

Over the next 120 days, Wake County Staff will devise a schedule to procure CMAR firms for the projects. The selection process will adhere strictly to all relevant North Carolina General Statutes governing alternative project delivery methods. The County's longstanding "Policy for Consultant Selection Procedure" which meets all statutory requirements will guide the selection.

A dedicated selection committee will be formed for this selection. This committee will be responsible for soliciting proposals, evaluating qualifications, interviewing shortlisted firms, and ranking CMAR candidates. The final step will be the formal selection of a CMAR for the projects based on qualifications, experience, and demonstrated capacity to meet the projects' complex requirements.

The projects have varied construction start dates and durations, but are roughly expected to reach substantial completion as follows:

Wendell North Public Safety Stations	Late 2027
Lynn Road Regional EMS Station	Late 2028

Attachments:

1. Analysis of Advantages and Disadvantages of the CMAR Delivery Method